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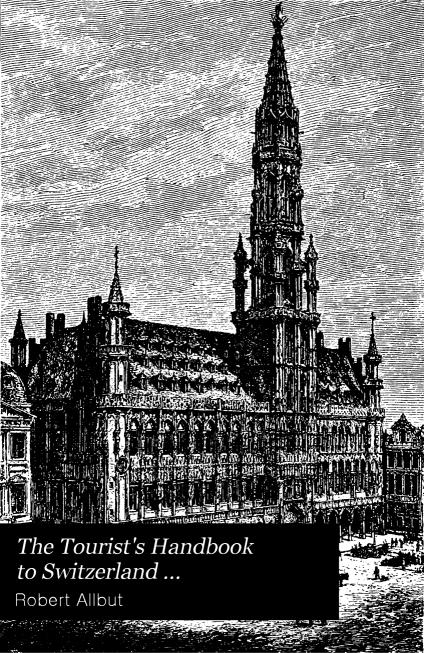
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# THE TOURIST'S HANDBOOK

то

# SWITZERLAND.

WITH PRACTICAL INFORMATION AS TO ROUTES, EXCURSIONS, RAILWAY AND DILIGENCE FARES, ETC.

BY

ROBERT ALLBUT,
MEMBER OF THE ITALIAN ALPINE CLUB.

WITH 24 MAPS, 6 PLANS, AND 25 JLLUSTRATIONS.

# Mondon:

T. NELSON AND SONS, PATERNOSTER ROW. EDINBURGH; AND NEW YORK.

1884.

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"It is the distinctive felicity of Switzerland that it is eminently a representative land; you find in her, in comparatively small compass, all Nature, all that Nature can do—Nature in all her distinctions, contrasts, and antagonisms. It is Nature's Holy Land."—Rev. Yno. Pulsford.

# Preface.

This Hand-book to Switzerland, prepared by a Tourist Conductor having many years' personal knowledge of the country, is intended to afford the excursionist economical and friendly guidance, rather than much philosophy. Scientific disquisition, geological research, and elaborate description will be found conspicuous by their absence in the following pages; but by way of compensation, no pains have been spared to render the information supplied useful, practical, and accurate.

There is room for such a book at such a price; and the writer—in emulation of Caleb Plummer, who wished "to go as close to Natur' as he could for sixpence"—has endeavoured to do his work thoroughly in this regard, though he does not profess that it is either exhaustive or indispensable. The more costly companionship of Bædecker and Murray will ever be of good service to the thorough-going traveller; but for all the usual "courses ordinaires" in Switzerland this Handbook will be found amply sufficient, as well as for many of the more interesting "courses extraordinaires" besides.

The Sectional Maps have been mainly selected as illustrative of the Southern and Eastern Alpine districts, and will be more especially useful to the pedestrian and the mountaineer. They have been carefully prepared from the Federal *Topographische Karte der Schweiz* on the scale of 1:100,000, the altitudes being given in mètres. The main routes, as described, are indicated on these Maps by continuous red

lines, the diverging mountain roads and passes being marked by dotted lines. For the routes of Northern and Western Switzerland, in which railway communication is well established, reference can be made to the complete Map of the country which precedes the Hand-book.

In the enumeration of Hotels at the various localities throughout, prominence has been given to those which are associated with the Agencies of Messrs. Cook and Son, Gaze and Son, Caygill and Co., and E. M. Jenkins respectively. Their offices at Paris and Geneva are also specified. Information of Hotels in correspondence with the last named and recently established House was not received until the body of the work had been prepared for the Press; details of these are therefore furnished in an Appendix at the end of the volume. In so doing, the object of the writer (though personally connected with one of the above Firms) has been to afford full and impartial information, without any special advertisement one way or another. The many facilities both for travelling arrangements and hotel accommodation offered by these Agencies are, or readily can be, well known to all concerned, and preference may be accorded at the option of intending passengers. Neither special recommendation nor invidious comparison has place in the independent pages of "The Tourist's Hand-book to Switzerland."

R. A.

ROME, May 15, 1883.

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# THE TOURIST'S HAND-BOOK TO SWITZERLAND.

## INTRODUCTION.

EXPENSES OF TRAVEL—HOTEL EXPENDITURE—SEASON—MONEY—LUGGAGE—DRESS
AND TRAVELLING REQUISITES—PASSPORT AND CUSTOMS—CORRESPONDENCE—
LANGUAGE—MEASUREMENT—PEDESTRIANISM AND MOUNTAINEERING.



FEW general suggestions of practical importance may be of service to intending travellers in Switzerland. These are briefly offered under the following respective headings:—

Expenses of Travel.—Presuming that economy is a general consideration, second-class travelling may be recommended. As a rule, express trains through France and Germany provide second-class accommodation, and all trains in Switzerland carry second-class travellers.

It may be advisable, perhaps, in some cases, to adopt first-class travel for long *night* journeys through from Paris, Brussels, or Cologne; but, of course, such details must depend on circumstances and individual convenience.

There are sold at the various Tourist Offices in London and elsewhere many series of *Circular Tours*, which are convenient and economical, as providing the main line of route for the traveller, from which various divergences may be made at the discretion of the tourist; or, if the complete plan of travel can be finally decided on before leaving home, a complete set of tickets (railway, steamboat, diligence, carriage, and mule) may be readily obtained.

On reference to the well-known travelling publications, "Gaze's Tourist Gazette," "Cook's Excursionist," or "Caygill's Tourist Chronicle," it will be found that a tour in Switzerland can be arranged for about £6, comprising visits to Geneva, Lausanne, Freiburg, Berne, Lake of Thun, Interlaken, Bienne, and Neuchâtel, via Paris and Dijon; £7 would give the traveller the additional interest of Bâle, Lucerne, and the Briinig Pass; £8 would include Zurich, with the ascent and descent of the Rigi mountain; and £10 would provide a comprehensive round, affording the passage of various well-known Swiss passes, or the addition of a visit to Chamonix (for Mont Blanc), designated by the late Mr. Albert Smith "the nicest place in Europe." The fullest details can be readily ascertained by direct reference to the Tourist Agents mentioned above.

Hotel Expenditure.—If the traveller desires accommodation at the best establishments in the country (and these are palatial in their character), a payment of about 15 francs per day may be expected. Or, accommodation at some of the best hotels in Switzerland may be secured by the use of Hotel Coupons, provided by London Tourist Agents, at 8s. 6d. per day, comprising breakfast, with meat or eggs, dinner at the table d'hôte, with bedchamber, light, and service. The latter item does not include the douceur usually expected by the servants when the traveller is leaving the hotel. As a rule, this can be satisfactorily arranged by the giving, say, of one franc per person per day, and may be best paid to the secretary on settlement of account.

It may be worthy of notice that at the splendid establishments of Messrs. Hauser Frères—the <u>Schweizerhof</u> at <u>Lucerne</u>, the <u>Hôtel Giessbach</u> at the Giessbach Falls, and the <u>Steinbock</u> at Coire—vails to servants are strictly discouraged and ignored. Should the tourist be content with the more unpretending and second-class hotels, a considerable economy may be effected.

Season.—During the month of June and onwards until Michaelmas, or, if the weather be fine, to the middle of October, Switzerland can be visited with advantage. For those who desire to avoid the crowd of visitors at the height of the season (August), and to enjoy the summer verdure and floral beauties of the country in perfection, a visit previous to midsummer is recommended. From fifteen or twenty to thirty days, according to route, would afford time for a pleasant summer holiday.

Money.—The Swiss franc (=100 centimes), of the same value as

the French, is the usual standard. Twenty-five francs are equivalent to the English sovereign, which is everywhere received at this value. English bank and circular notes are also available at proportionate rates; and should the traveller be without ready money at the moment, most of the Swiss hotel proprietors will accept an English cheque at full value in payment of all demands.

Luggage.—There is no free allowance of luggage in Switzerland, except on certain circular and tourist tickets. The usual rate of conveyance of baggage by railway is 5 francs per 100 kilomètres, and the companies concerned are responsible in case of loss, and must refund the value of the same, not exceeding 15 francs per kilogramme. For mode of registration, see page 49. Small collapsable bags or valises can be taken into the carriages without charge, money and time being saved if registration can be avoided.

Dress and Travelling Requisites.—No great alteration of clothing is necessary for a Swiss tour. An ordinary tourist tweed suit, with sufficient change of linen, and perhaps a black dress coat for society occasions, will be an ample provision. In the case of ladies, a travelling dress, and a silk dress for indoor wear, with the usual adjuncts of underclothing, will suffice. Celluloid cuffs and collars may be recommended: their use is convenient, and will save all waiting for the convenience of the blanchisseuse. Soap for the toilet should be taken as an article of baggage, as it is not supplied without charge at the hotels. Time-tables need not be purchased until arrival in Switzerland. The official "Indicateurs" can be best relied on for absolute accuracy: they are cheap and fully comprehensive.

Passport and Customs.—A passport is not necessary for visiting Switzerland, but its possession is often useful in many ways. When claiming letters at the *Poste Restante* it is a conclusive proof of identity; and it may be used as the means of securing an audience in official quarters should any emergency arise.

The examination of luggage by the *Douane* is nil on entering Switzerland, and merely amounts to a trivial formality on leaving the country. Swiss carvings, a favourite exportation by homeward-bound tourists, are liable to duty; but on a declaration that the traveller is bound for England, these are generally allowed to pass without charge.

Correspondence.—Letters to the Continent should be addressed boldly and plainly, so that he who runs may read. If the traveller is uncertain when leaving home as to his exact whereabouts en route, letters may be addressed to the *Poste Restante*, to be called for at convenience. Postal rate to and from England,  $2\frac{1}{2}d.$ , or 25 centimes, for each letter not exceeding  $\frac{1}{2}$  oz. in weight.

Language.—German and French are the ordinary languages of North and South Switzerland respectively. The latter will be quite enough for all purposes everywhere; and if a knowledge of French be not among the accomplishments of the tourist, the English language will suffice, it being well understood at all principal hotels and trading establishments throughout the country.

Measurement.—In this Hand-book and its accompanying maps distances and altitudes are frequently given according to the Swiss standard. Subjoined is a statement of approximate equivalents in English measure:—

1 mètre = 1, \$\frac{1}{160}\$ yard, or 3 feet \$3\frac{1}{6}\$ inches.

1 mile = 1 kilomètre, or \$\frac{1}{6}\$ of a mile.

1 mile = 1 kilomètre and \$\frac{1}{6}\$.

5 kilomètres.

6 miles = 10 kilomètres.

1 miles = 50 kilomètres.

Pedestrianism and Mountaineering.—Those who are young, strong, and in good health are recommended to make judicious use of their legs among the woods, valleys, and mountains of Switzerland. They will enjoy both their travel and repose all the better. A warm footbath at the end of a long day's work, with an after application of eau de Cologne, will be found a capital refresher. For aspiring mountaineers, it should be remembered that "discretion is the better part of valour." Guides should always be engaged for the more difficult ascents and glacier expeditions, and every care be taken to avoid disaster and insure success. At the same time, timidity and nervousness must be discarded in favour of proper confidence in well-directed effort. Sir Walter Raleigh's halting line,—

"I fain would climb, and yet I fear to fall,"

was supplemented by Queen Elizabeth, who added,-

"If fear assail thee, do not climb at all."

# ROUTES TO SWITZERLAND.

TWENTY ROUTES FROM LONDON—ROUTES via HOLLAND, BELGIUM, AND THE RHINE—ROTTERDAM—ANTWERP—BRUSSELS—WATERLOO—COLOONE—UP THE RHINE—COBLERTZ—WIESBADEN—MAYENCE—FRANKFORT-ON-THE-MAIN—HEIDELBERG—HEIDELBERG TO BÂLE AND SCHAFFHAUSEN—LUXEMBOURG ROUTE—METZ—STRASSBURG—STRASSBURG TO BÂLE—STRASSBURG TO SCHAFFHAUSEN OR NEUHAUSEN—BHEIMS—ROUTES via Paris—BOULOGNE—AMIENS—ROUEN—PARIS—PARIS TO SWITZERLAND—FONTAINEBLEAU—DIJON—MÂCON—MÂCON TO GENEVA.

LONDON being taken as the starting-point, there are several main routes to Switzerland, commanding the five principal entrance-towns of that country,—namely, Schaffhausen, Bûle, Neuchûtel, Lausanne, and Geneva:—

By way of Holland or Belgium, the Rhine, and Germany,

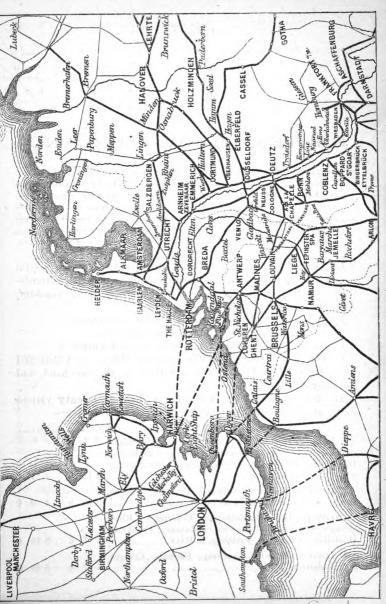
By way of Belgium and the Luxembourg Railway.

By way of Paris and the French lines, east and south-east.

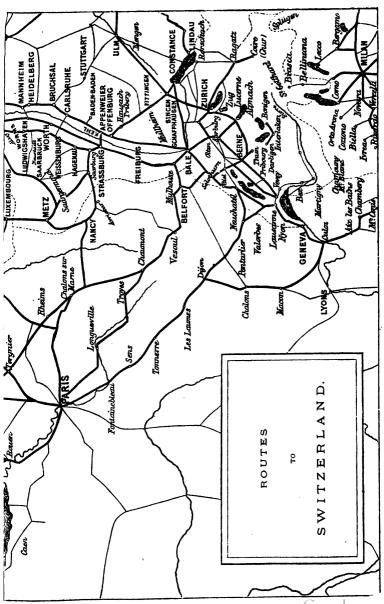
By way of the route, newly in operation (1881), via Calais and Laon, Rheims and Belfort, avoiding Paris on the one hand, and Germany on the other.

The following statement will serve to indicate twenty various routes at the choice of the traveller, and their relative cost:—

•				Secon		
1. London, Harwich, Rotterdam, Cologne, by Rhine steamer or by rail to Wiesbaden or Mayence, Frankfort,	.£	8.	d.	£	8.	d.
Heidelberg, Offenburg, Triberg, Singen, to SCHAFF- HAUSEN OF NEUHAUSEN	5	13	6	4	1	0
2. London, Harwich, Antwerp, Brussels, Cologne, and as above to Schaffhausen or Neuhausen	5	13	9	4	0	0
3. London, Harwich, Rotterdam, Cologne, by Rhine steamer or by rail to Wiesbaden or Mayence, Frankfort, Heidelberg, Offenburg, Freiburg, to Bâle		7	6	3	16	6
4. London, Harwich, Antwerp, Brussels, Cologne, and as above to Bâle	5	7	6	3	15	6



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	Fir	st Cl	188.	Secon	d Cl	888.
5. London, Harwich, Antwerp, Brussels, Luxembourg, Metz, Strassburg, Colmar, to Bâle		' 8. 4			<i>s.</i> 18	
Station of departure for the above from London,—the Liverpool Street terminus of the Great Eastern Railway.		-	Ĭ	-		Ĭ
6. LONDON, Queenborough, Flushing, Venlo, Cologne, and thence as per No. 1 to SCHAFFHAUSEN OF NEUHAUSEN		19	6	4	7	6
7. LONDON, Queenborough, Flushing, Venlo, Cologne, and thence as per No. 3 to Bâle		15	0	4	3	0
8. London, Queenborough and Flushing, Antwerp, Brussels, Luxembourg, Metz, Strassburg, Colmar, to Bâle		8	0	3	3	0
Stations of departure for the above from London,— Victoria, Holborn Viaduct, and Ludgate Hill (London, Chatham, and Dover Railway).						
9. London, Dover, Calais or Ostend, Brussels, and thence as per No. 2 to Schaffhausen or Neuhausen		16	6	5	1	6
10. LONDON, Dover, Calais or Ostend, Brussels, and thence as per No. 3 to Bâle		9	0	4	14	0
11. LONDON, Dover, Calais or Ostend, Brussels, Luxembourg, Metz, Strassburg, Colmar, to Bâle	5	2	0	3	14	G
12. London, Dover and Calais (or Folkestone and Boulogne), Amiens, Paris, thence, by Eastern of France Railway, via Troyes, Vesoul, Belfort, and Mulhouse, to Bâlis		12	6	4	4	0
13. London, Dover and Calais (or Folkestone and Boulogne), Amiens, Paris, thence, by the Lyons and Mediterranean Railway, via Dijon, Dôle, and Pontarlier to Neuchâtel	1	10	0	4	2	6
14. LONDON, Dover and Calais (or Folkestone and Boulogne), Amiens, Paris, thence, via Dijon, Dôle, Pontarlier, and Vallorbe, to LAUSANNE.				Ī	3	
15. London, Dover and Calais (or Folkestone and Boulogne), Amiens, Paris, thence, via Dijon, Mâcon and Culoz, to Geneva	,	1	9	4	11	0
16. LONDON, Dover and Calais (or Folkestone and Boulogne), Amiens, Laon, Rheims, Belfort, Delle, to Bâli		2	6	3	14	3
Stations of departure for the above from London,—Cl. Street, Victoria or Holborn Viaduct, by the South-Easter ham, and Dover Railway. (For Folkestone route, Sostations only.)	n,	or l	Lon	don,	Ch	at-

£ s. d.

First Class. Second Class. £ s. d.

17. LONDON, Newhaven, Dieppe (or Southampton and

Havre), Rouen, Paris, thence as per No. 12 to Bâle 4	5	0	3	2	6
18. London, Newhaven, Dieppe (or Southampton and Havre), Rouen, Paris, thence as per No. 13 to Neuchâtel 4	2	7	3	1	3
19. London, Newhaven, Dieppe (or Southampton and Havre), Rouen, Paris, thence as per No. 14 to LAUSANNE 4	4	3	3	2	3
20. LONDON, Newhaven, Dieppe (or Southampton and Havre), Rouen, Paris, thence as per No. 15 to GENEVA 4 1	4	9	3 ]	10	6

Stations of departure for the above from London, -Victoria and London Bridge, by the London, Brighton, and South Coast Railway, if proceeding by Newhaven and Dieppe; or Waterloo Station, by the London and South-Western Railway, if by Southampton and Havre.

The cost of the above-mentioned routes, taken from the London Tourist publications, may be regarded as approximately correct; but of course such quotations are subject to some slight fluctuation. In the case of travel by the tidal service from London, via Folkestone and Boulogne (Nos. 12-15), the cost would be 4s. and 3s. less than quoted, in first and second class respectively.

The combination of any two of these routes, one being taken in the reverse direction for the homeward journey, would show the cost of going and returning, not including, of course, the expense of travel in Switzerland. In cases where the outward and homeward journey is taken by the same route, or a part of the same, say as far as Cologne, Brussels, or Paris, an economy would be effected by the adoption of a return ticket, available by way of Germany, for thirty days, and, by way of Paris, for thirty, forty-five, sixty, or seventyfive days, according to the selection of the traveller. For full details. the tourist is recommended to consult the various publications of Messrs. H. Gaze and Son, Messrs. Cook, Messrs. Caygill, and Mr. E. M. Jenkins, from whom estimates can be obtained for any round of travel desired.

Practical Notices of some of the principal points en route may assist the traveller on his journey between England and Switzerland, and are here subjoined.

## ROUTES VIA HOLLAND, BELGIUM, AND THE RHINE.

If the road by Holland be preferred (Nos. 1 and 3), the traveller, leaving London by the evening Continental express of the Great Eastern Railway, will arrive in good time, on the following morning, at the port of

#### ROTTERDAM.

Half the day will suffice for general exploration. (An afternoon train, leaving about 3 P.M., arrives at Cologne the same evening.) Visit

The Boompies, a handsome promenade and quay, overshadowed with trees, and extending more than a mile by the river Maas.

The Groote Markt, containing a central figure in bronze of the celebrated Erasmus, the scholar of Rotterdam. The statue was erected by the citizens in the seventeenth century. In the Wijde Kerkstraat there is a small tavern shown as the birthplace of Erasmus.

The Museum Boyman's, containing an interesting collection of Dutch paintings. Open daily, Mondays excepted. Admission, twenty-five centimes.

The Gothic Church of St. Lawrence.—Twenty-five centimes to sacristan, usually to be found on south side. Ascent of tower, 50 centimes (nearly 300 feet high, 320 stairs). Comprehensive view from summit, including Dordrecht, Gouda, and the Hague. Interior contains the marble memorials of various Dutch heroes of naval celebrity. Fine brass screen separating nave from choir. Grand organ.

Hotels.—Victoria, good and comfortable, in the Willemsplein: Gaze's coupons accepted. New Bath, on the Boompjes—recommended: Cook's coupons accepted. Adler's Pays Bas and St. Lucas in the Hoogstraat: Caygill's coupons accepted. De Hollande, good second-rate.

Railway Station (for Cologne), on the quay, near landing-place for the Harwich steamers.

#### ANTWERP.

Starting by the Great Eastern Railway evening express, as above, the traveller—by Routes 2, 4, and 5—arrives at Antwerp betimes the next morning. The best part of the day may be devoted to objects of general interest in the city, before leaving by evening train for Brussels, one hour's ride. Visit

The Museum, open daily, 9 to 5, containing nearly seven hundred pictures by Rubens, Quentin Matsys, Rembrandt, Van Dyck, and

other painters of the Flemish school. This gallery is appropriately established in the old monastic church of the Franciscans. Catalogue (abridged, but useful), 1 franc.

The Cathedral.—The grandest Gothic edifice in the Netherlands. Commenced in the fourteenth century, and fully completed in the sixteenth. The Place Verte, to the south, contains a bronze statue of Rubens of modern erection. The Cathedral tower is upwards of 400 feet in height. Entrance to interior (from the Place Verte) by south transept; admission, 1 franc. Here is contained the celebrated masterpiece of Rubens, "The Descent from the Cross," on either side of which there is a smaller picture or wing, the one being the "Presentation in the Temple," the other, "The Salutation." In the north transept, notice "The Elevation of the Cross," by same artist. The high altar and altar-piece are also designs by Rubens. The elaborate carvings of the choir are beautiful and unique; and the carved pulpit, by Van der Voort, in the nave, is a grand specimen of ornate workmanship.

The old Well of Quentin Matsys, opposite the tower door, covered by an iron canopy, and carrying a mythological statue, is worthy attention.

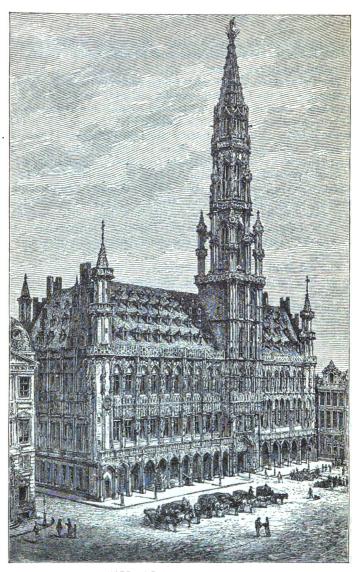
The Church of St. Andrew (Gothic), near the Rue des Augustins, should be visited, as containing a pulpit, the most splendid specimen of wood-carving in Belgium, by Van Geel and Van Hool. The Galilean fishermen, Peter and Andrew, in their boat, with their nets, are represented as life-size figures, waiting the commands of their Master. There are also many other works of art in this church—paintings and sculpture—which are of considerable interest.

The Church of St. Paul, in the Rue Nosse, is adorned with valuable paintings by Van Dyck, Jordaens, Francken, Van Balen, and Rubens, and fine wood-carvings. On the exterior of the church is a "Calvaire," an artificial arrangement of rocks, with statues of saints and angels, and a grotto representation of the Holy Sepulchre.

There are the Zoological Garden, the Exchange, the Hôtel de Ville, and the Fish Market, worth visitation, if time permit.

Hotels.—Grand Laboureur, Place de Meir: Gaze's coupons accepted. De l'Europe, Place Verte—recommended; and De la Paix, Rue des Menuisiers: Cook's coupons accepted. De Flandre, Place Verte—less expensive: Caygill's coupons accepted.

Railway Stations. -The Gare du Sud is near landing quay of the Harwich steamers; the principal, Gare de l'Est, is east of the city.



HOTEL DE VILLE, BRUSSELS.

#### BRUSSELS.

A day or two should be given, en passant, to the attractions of the Belgian capital, and another can be profitably devoted to an excursion to the battle-field of Waterloo. The city is divided into two parts—the lower and upper town, the latter being the more aristocratic and imposing. Population, including suburbs, 400,000.

The traveller should visit

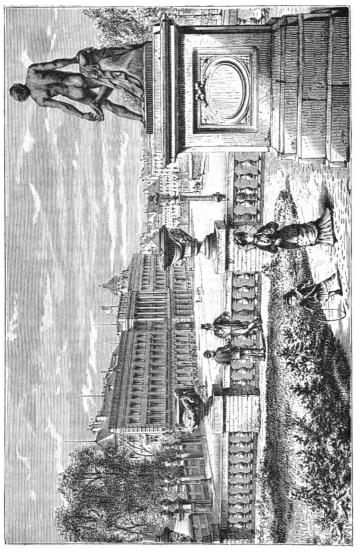
The Hôtel de Ville, one of the finest buildings of its kind in Belgium, with Gothic façade, fronting the market. The central tower rises 370 feet high. Interior will be shown by concierge; fee, one franc. The Salle du Conseil, Grand Banquet Hall, and Salle d'Attente, with other corridors and rooms containing many valuable paintings and frescoes, are worthy attention. Ascent of tower, one franc, commanding fine views of the capital and its surroundings.

The Cathedral of Ste. Gudule, situated at the western end of the Rue Treurenberg, leading from the Rue Royale. A fine Gothic edifice, containing many works of art, and very beautiful stained glass. Open from 12 to 4. Admission, one franc. Beautifully carved pulpit by Verbruggen, giving representation of the expulsion from Eden of "the grand old gardener and his wife." The various birds and animals should be noted; also the allegory of Christ's final triumph. The building of this church was commenced in the twelfth century, its various constructions and chapels being completed in the fifteenth. The whole has been restored during the present century, the restoration being the work of eight years. A large amount of money is annually devoted by the Government for the repair and decoration of this very handsome church. The western entrance is approached by a broad flight of steps of modern construction.

Near at hand is the

Colonne du Congrès—height, 147 feet. A Doric monument, erected in commemoration of the establishment of the present constitution of Belgium (1831). It bears a bronze figure of the king. The different provinces of the country are represented by nine figures in relief; and at the four corners are emblematical female figures in bronze—the liberty of religion and of education, the freedom of the press, and the right of public associations, as then secured by Congress, being thereby symbolized.

The Place Royale, at the western end of the Park (situated on the Rue Royale, and near the Place des Palais), is a central position



in the upper town, commanding various principal streets and promenades. The *Church of St. Jacques sur Caudenburg* rises on the left. In the centre is the *Statue of Godfrey de Bouillon* (modern), by Simonis. An archway near at hand, southwards, shows the entrance to the

Palais de l'Industrie, an important edifice, comprising the Royal Library, which contains valuable manuscripts and a handsome collection of printed books. The ground floor of the building is occupied by the

Musée de l'Industrie, where are models, drawings, etc., belonging to the École Industrielle (open 11 to 5). Ascending stairs from Place du Musée, we enter the

Musée de Peinture, a very important and valuable collection of pictures by Flemish and Belgian artists. These paintings are exhibited in a series of rooms and galleries, and may well occupy the attention of art connoisseurs.

The Natural History Museum occupies the ground floor of the building, and contains an extensive collection of minerals and fossils. Visitors interested in works of art should not omit to visit the

Musée de Wiertz, near the station of the Luxembourg Railway. It contains a collection of powerful and eccentric paintings by Wiertz. Many of the subjects are of a painful and horrible character. These have been purchased by the Government, together with the house and studio of the painter, now open to the public. In this same quarter is

The Zoological Garden. Admission, 1 franc. With skating-rink, and convenient restaurant, once a convent. Summer concerts during the season.

The Boulevards, covered Galeries du St. Hubert, the Manneken Fountain, public monuments, handsome streets, and various points of interest in Brussels, should all be visited, but cannot here be detailed.

Hotels.—Bellerne, De Flandre (Cook's coupons available), De l'Europe, Place Royale; Mengelle, 75 Rue Royale; Windsor, 14 Rue de la Régence. Situated in the upper town; good, but expensive. The Mengelle and the Hôtel de l'Empereur accept Gaze's coupons. In the lower town, the Hôtels De l'Univers, De l'Empereur, and De Saxe, in the Rue Neuve, are recommended (Caygill's coupons accepted). Hôtels De la Poste, Du Grand Miroir, and Britannique accept Cook's coupons.

Railway Stations.—There are three principal stations in Brussels—namely, the South, the North, and the Luxembourg. These are

connected by loop lines, so that the traveller, at preference, may proceed from one station to the other, according to his line of route, if not breaking the through journey. The southern station (Gare du Midi) is the point of arrival by the Calais route, and the point of departure for Paris. The northern station (Gare du Nord) is the point of arrival by the Ostend route, and of departure for Louvain, Aix-la-Chapelle, Cologne, etc.; and the Luxembourg Station commands the route southwards, via Namur, Luxembourg, Metz, Strassburg, etc.

If the traveller bound for the land of Tell can afford a day or so to visit the many attractions of the city, as above indicated, he will make good use of his time. We also recommend, if time permit, an excursion to the field of

#### WATERLOO.

A coach, appointed in English style, calls daily about 9 a.m. at the principal hotels in Brussels, and makes the journey (two hours) through the beautiful Bois de la Cambre, visiting the village and church of Mont St. Jean, and Hougomont. The cost of the return journey is 7 francs, with 1 franc pourboire to the coachman. The usual fee for a guide, if his services are retained, is 2 francs for each person. The journey may also be made by railway from Brussels (Station du Midi) to Braine-l'Alleud, nearly two miles from the Field, with omnibus connection to the Lion Mound. Convenient for single travellers, but involving a long walk of several miles, if all the usual points of interest are visited. Hotels—Du Musée and Dehaze, accepting Cook's and Gaze's coupons respectively.

#### COLOGNE.

This city, about six hours by rail from Brussels, is situated on the Rhine. From this point it is usual to proceed by river steamer up to Bingen or Mayence, there resuming rail to Heidelberg, etc.

Cologne is an old and fortified city of Rhenish Prussia, containing about 150,000 in population. Of late years, many improvements and alterations have been made; the grand cathedral has been at last completed; and the city is now flourishing and prosperous. The suburb of Deutz, on the eastern side of the Rhine, is doubly connected with Cologne — by a bridge of boats (toll, 2 pfennigs), and by a handsome bridge of iron, providing means of railway transit, carriage road, and footpaths, about 450 feet in length from side to side. A day will suffice for visiting the main attractions of the city, namely:

The Cathedral, one of the finest Gothic edifices in Christendom. Building commenced in the thirteenth century, and left incomplete until the beginning of the present century. The restoration of the church has been vigorously carried on, at a considerable cost, from 1816-50, the work being placed under the supervision of the best German architect of the day; and it now stands, in all its grand magnificence, one of the noblest Christian temples that the world possesses. The two towers, with open-work spires, over the western entrance, rise to the height of 500 feet. The interior is bright and cheerful, with the light abundantly admitted through gloriously stained windows; these being, on the right side (south aisle), New Testament historical representations, while the windows on the left (north aisle) are of more ancient workmanship, and their subjects uninteresting in character, though splendid in execution. Notice in south transept the Conversion of St. Paul. The choir is adorned with statues of Christ, the Virgin Mary, and the apostles, as well as fresco-mosaics and elaborate tapestry. The old carved stalls and the various chapels surrounding the choir are interesting, containing many memorials of ancient Christendom. Special visit should be made to the Treasury, at the eastern end of cathedral. There are to be seen the skulls of the Magi, now emptied of all their wisdom and bedecked with costly jewels. These are kept in a reliquary of great magnificence, and shown to visitors on payment of a fee.

The Church of St. Ursula, not far from the Eiglestein Gate, is the next in interest to the cathedral. The saint of its dedication was of English belongings, and was murdered, with eleven thousand of her virgin attendants, by the Huns. The bones and skulls of these young ladies, who preferred death to matrimony, are symmetrically arranged in glass cases round the interior, and do not present a very fascinating appearance. In the sacristy are cupboards full of skulls ornamented with precious stones; and, for the edification of the faithful, one of the veritable water-jars of Cana of Galilee, associated with the first Christian miracle, is exhibited.

The Church of St. Gereon.—An old and massive edifice, with two square towers, dedicated to the martyrs of the Theban Legion. These consisted (so runs the legend) of six thousand Christian soldiers, who, crossing the Alps towards the close of the third century, during the persecution by Diocletian, refused to offer sacrifice to Jupiter. In consequence of this refusal they were nearly all mercilessly slain, and their bones are to this day preserved in this church at Cologne.

How they were brought here does not appear, but they now form the decorations of the choir. The sacristy (Gothic style of fourteenth century) contains many relics of interest.

There are several other churches in Cologne worthy attention, but presuming that the above-named will satisfy the ecclesiastical curiosity of the passing traveller, we recommend a visit to

The Museum, near the cathedral. Open daily. Admission, 75 pfennigs. It is known as the Wallraf-Richartz Museum, so called in memory of its two principal benefactors—Professor Wallraf, who bequeathed to its keeping many valuable antiquities and paintings, and Herr Richartz, a merchant of Cologne, who left £30,000 for the building of the same. The ground floor and cloisters are devoted to a collection of antiquities, mosaics, sarcophagi, coins, etc.; and the upper cloister contains some very beautiful modern specimens of stained glass from Munich. The pictures, in six rooms on this ground floor, are striking specimens of the old German masters. In the rooms of the floor above, attainable by a frescoed staircase, is a fine collection of modern paintings.

The Rathhaus, near the market-place, is an old building of the thirteenth century, recently restored. The Hanseatic Hall, on first floor, contains statues and family armorial badges of Cologne. There are several rooms shown to visitors, including one used for the civil celebration of marriages; and one curious apartment, entirely lined with leather, and decorated with some excellent specimens of tapestry. On the old stone portal and in the Court of the Rathhaus, are representations in reference to the old legend of Burgomaster Gryn's encounter with a lion. Archbishop Engelbert—who certainly ought to have known better—having invited the unsuspecting burgomaster to a feast in the good old times, introduced a lion to the banqueting-room. The burgomaster, nothing daunted, was successful in holding the animal at bay, by thrusting his arm, well wrapped up, into the throat of his adversary, until he found time to draw his rapier and kill the lion on the spot.

The Zoological Gardens, about a mile from the centre of the town, south-west, are open daily, and are worth inspection. Admission, 1 mark; Sundays, half-price. The grounds and gardens are elegantly disposed, with lakes, grottoes, rockeries, etc.; there is a good collection of animals, and a recommendable restaurant.

Hotels.—Victoria: Gaze's coupons accepted. Hollande, near the quay, and Disch, Bridge Street: Cook's coupons accepted. Du Dom,

near Cathedral, and *De Mayence*: Caygill's coupons accepted. *Bellevue*—recommended.

Eau de Cologne.—The genuine made by Farina. The name of this family in Cologne is legion, and their various rival houses are many. Visitors are recommended to patronize the establishment of Johann Maria Farina, No. 10 the Wallrafsplatz, near cathedral, if they desire the best quality. Beautiful model of cathedral may also be seen here.

Railway Stations.—The Central Station, near the cathedral, for the Rhenish Railway, and trains arriving from Brussels and Rotterdam; also for southward connections, if travelling by rail, to Bonn, Coblentz, Bingen, Mayence, etc. The Deutz Station for the Köln-Gressin and Bergisch-Märkisch lines, on the opposite bank of the river, does not concern the tourist travelling to Switzerland.

#### UP THE RHINE.

The saloon steamboat—built on the American plan, and furnished with careful regard to the comfort and convenience of the travelling and sight-seeing public—generally starts from the quay at Cologne at 8.45 a.m. during the summer season, and arrives at Mayence at 8.45 p.m. It would be found a pleasant plan, if time permit, to divide this journey, taking the voyage as far as Coblentz on the first day, thence to Mayence on the second. But the entire distance may, of course, be readily accomplished in twelve hours, as above, if more desirable. The steamboat journey to Bonn is uninteresting, and, as this occupies more than two hours, it may often happen to be more convenient for the traveller to take rail to Bonn, proceeding by steamer from that point. In that case, the sights of the town of

Bonn may be seen en passant—the Statue of Beethoven, in the Münster-Platz; the Münster, founded by the Empress Helena; the University, the Museum, and the pleasant promenades of the Hofgarten and the Poppelsdorf Allée.

Soon after the steamboat has left Bonn, the scenic beauties of the Rhine commence to come under review. The village and castle of

Godesberg are passed on the right; Königswinter on the left, at the foot of the Drachenfels (Dragon's Rock), one of the Siebengebirge (Seven Mountains), surmounted by a ruined castle. The cave, said to have been the residence of the legendary dragon slain by Sir Otto Seigfried, is pointed out, for the benefit of dealers in romance. The island of

Nonnenwerth, with its Franciscan seminary for girls—once a convent—is near at hand; and on the right bank of the river stands

Rolandseck, with the crumbling arch of its old castle, overlooking the island. There is a tragical story attached concerning the ill-fated loves of Sir Roland and the fair Hildegunde. For full particulars of this and other legendary associations of the Rhine, the curious are referred to a little book, which may be purchased at Cologne, "The Legends of the Rhine," done into rather queer English from the German, and laughed at, accordingly, by Mark Twain in his "Tramp Abroad." As the voyage is continued, we pass, on the right, the town of

Remagen, dating from the old Roman period, and a short distance from the well-known spring of the Apollinaris water. Passing Erpel, Castle of Linzerhausen, Linz, the Castle of Arenfels (restored), and Honningen, on the left, we see the Castle of Rheineck on the right; soon afterwards arriving at the old town of

Andernach, with its ancient watch-tower, partly destroyed by the French in the seventeenth century. For legend, see Longfellow's "Hyperion." On the left,

Neuwied, the home of the Moravians, is reached, where there are established good and inexpensive boarding-schools; and shortly after passing Weissenthurm, Engers, and Neuendorf, the steamboat stops at the large and important town of

#### COBLENTZ.

situated at the point of union of the Moselle with the Rhine. The imposing Fortress of Ehrenbreitstein is seen on the left bank of the river, opposite to the town, with which it is connected by a bridge of boats. The steamer usually reaches this point at 2.45 p.m., and it is advisable for the tourist to spend the remainder of the day in visiting the palace, the churches, and promenades of Coblentz, not forgetting the ascent to the summit platform of Ehrenbreitstein (the Gibraltar of the Rhine), from which a grand panorama is enjoyable.

Hotels.—Near the landing-place, and facing the Rhine—luxurious. Bellevue and Anchor: Gaze's coupons accepted (Caygill's coupons also accepted at the Anchor). Du Géant: Cook's coupons accepted.

Railway Station at western extremity of the town.

The river journey being continued or resumed, we pass, on the right, the small village of Capellen, from which the ascent to the

Castle of Stolzenfels may be made. Built in 1250; knocked into ruins by the French, 1688; restored by the late King of Prussia; and visited by Queen Victoria, 1845. The steamer then passes Oberlahnstein, with Castle of Lahneck (restored), Braubach, and Castle of Marksburg above, to the left. On the right, we approach

Boppard, an old town, of Roman foundation, picturesque, with its church lifting two spires heavenward, and its ancient fortifications distinctly traceable. On the left, we soon may see the ruins of the twin-castles of

Sterrenberg and Liebenstein, rising above the village of Bornhofen, called "The Brothers." There is an interesting legend attached, as given by Sir Bulwer Lytton in his "Pilgrims of the Rhine." Also on the left, observe, shortly, the ruined Castle of Thurnberg, known as the "Mouse Tower." On the right, the steamer now approaches the pleasant town of

St. Goar, behind which is the grand Castle of Rheinfels, the most extensive ruin on the Rhine. Built in the thirteenth and destroyed in the seventeenth century. On the left bank of the river is St. Goarhausen, with the ruins of the "Cat" Castle, at the back, also destroyed by the French. Leaving St. Goarhausen, we come to the celebrated

Rocks of Lurlei (height, 450 feet). The legend tells us that an enchanting siren, residing here "in cool grot," bewitched the unwary boatmen by her songs, drawing them to destruction in the fatal whirlpool below. But, alas for the Lurlei! in these prosaic days her favourite rock is penetrated by a railway tunnel, the busy wheels of the steamboat will not slacken for her singing, and her "occupation's gone."

Oberwesel, picturesquely situated on the right, will next be reached, with its elegant Gothic Church of "Our Lady" standing in conspicuous elevation. There is here a chapel dedicated to St. Werner, the boy martyr crucified by the Jews in mediæval times. On the left we come to the town of Caub, with the ruined

Castle of Gutenfels rising above it. In the centre of the river stands the *Pfalz*, picturesque but desolate in aspect, built on a rocky eminence, and used in old times as a toll-house. A tradition, interesting to the ladies, is connected with this ancient fortress.

Bacharach, on the right, comes next in order. The Gothic remains of the Church of St. Werner (the boy saint before referred to), the Romanesque Church of St. Peter, and the ruined Castle of Stahleck,

combine to render Bacharach interesting and picturesque. Passing Lorch, and the ruined towers of Sooneck and Falkenburg, the noble

Castle of Rheinstein is seen, nearly 300 feet above the river, on the right bank. Rebuilt by Prince Frederick, 1829. His remains are interred in the Gothic chapel at the side. Soon may be seen the ruined

Tower of Ehrenfels, on the left, not far from Rüdesheim,—vine-yards in the neighbourhood producing "the best of Rhenish wine." As we approach Bingen, the *Mauththurm* (Custom-House Tower) comes under review; better known as the Mouse Tower, once on a time belonging to Bishop Hatto, about which Southey tells the tale. Here the river Nahe contributes its stream to the waters of the Rhine; and the prosperous town of

Bingen is reached on the right, near the mouth of the Nahe, with its railway station close to the river-side, and convenient for disembarking travellers who may prefer to continue the journey by rail. There is not much of interest between this point and Mayence, at which town the steamer arrives in about two hours, the rail journey occupying half that time. If the traveller prefers remaining on the boat, he is recommended to disembark at

Biebrich, on the left, and thence take omnibus, carriage, or rail, to

#### WIESBADEN,

one of the most popular resorts of Germany. Handsome promenades and gardens, important and well-appointed houses and streets, splendid hotels, and fine churches, invite the attention of the tourist.

The Museum, in the Wilhelm-Strasse, contains Roman and mediæval antiquities, natural history collection, picture gallery, and library.

The Kursaal, near Theater-Platz and the Schiller Monument, is the centre of the gaiety of Wiesbaden. It comprises reading-rooms, banqueting and dancing saloons, gardens, fountains, lakes, concert promenades, and restaurants. An excellent band discourses sweet music in the Kurgarten every afternoon. Admission, half a mark (except on Fridays and Saturdays), and very cheap at the price.

The Greek Chapel, richly ornate, at the foot of the Neroberg hill, is worthy attention. It was erected to the memory of the Duchess of Nassau (of Russian extraction) nearly forty years since. Admission fee, half a mark. Visitors should also see the

Catholic Church, Luisen-Platz, with obelisk in front commemorative of the Nassau soldiers who were slain at Waterloo. The

Protestant Church, with its five tall towers, was built in 1860, and stands conspicuously, a modern Gothic ornament to Wiesbaden. Take tram-car to the foot of the

Neroberg, outside the town. An easy ascent to the summit—about 1,650 feet—will be amply repaid by the comprehensive views of the environs of Wiesbaden and the valley of the Rhine which are there obtainable.

Hotels.—Des Quatre Saisons, near the Kursaal: Gaze's coupons accepted. Du Rhin, near station: Cook's coupons accepted.

Railway Stations at the end of the Rhein Strasse.

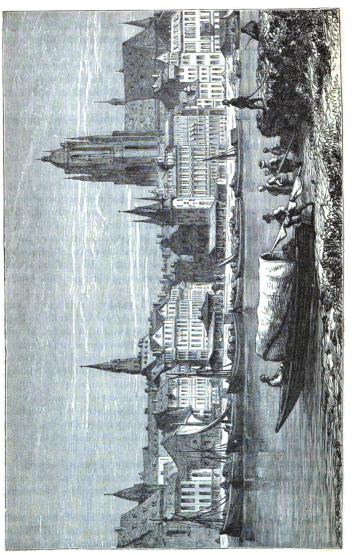
#### MAYENCE.

Should the traveller prefer to visit this city en route, the Rhine steamer will arrive, in fifteen minutes from Biebrich, at 8.45 p.m. A half-day will suffice for the sights of Mayence, when the journey may be resumed by rail for Frankfort or Heidelberg. The city is a very old one, having been the stronghold of Drusus, and previously a settlement of the Celts. According to local tradition, the Emperor Constantine here beheld the vision of the Holy Cross; and Christianity was introduced soon after the apostolic age. The tourist should visit

The Cathedral, dating from the tenth century. It has for so long a time braved the battle and the breeze, that, like Mr. Mell's boots in "David Copperfield," there is left but a doubtful remnant of the original article. The east end of the church is a part of old structure. The interior has to a large extent been recently restored. It contains, among others, the *Tomb of St. Boniface*, the evangelist of Germany, and for many years Archbishop of Mayence during the eighth century. The fifty-six columns, handsome carvings and freecoes, bronze font, stone pulpit, and memorial monuments will command attention. The *Cloisters*, containing some curious sculptures, should be visited, and can be entered through the old chapter-house, also containing many interesting monuments.

Gutenberg's Monument, in the Theater-Platz (designed by Thorwaldsen), a bronze statue (Parisian execution) of the great inventor of the printing-press, with two appropriate bas-reliefs, erected 1837.

The Palace of Electors (the ancient Kurfürstliches-Schloss), near the Rhine, contains collections of antiquities and coins. There are also museums of natural history, technical science, models, etc., and



a fine library of 100,000 volumes, comprising valuable rareties of early printing. On the second floor is the

Picture Gallery, furnished with many beautiful paintings, ancient and modern.

The Palace of the Grand Duke, the Arsenal, the Military Hospital, the Statue of Schiller, the Tower of Drusus, and Bridge of Boats (600 feet long), can be visited, if time permit.

Hotels.—Du Rhin, on the Rhine Quay, near station: Gaze's coupons accepted. De Hollande, on the Rhine Quay, near station: Cook's coupons accepted. D'Angleterre and Karpfen: Caygill's coupons accepted.

Railway Station, on Rhine Quay, near steamer-landing.

Travellers to Switzerland by the Rhine, visiting either Wiesbaden or Mayence, can readily include a sight of the fine old town of

#### FRANKFORT-ON-THE-MAIN.

If time is an object of economy, a few hours' break of journey even is recommended at this point, en route to Heidelberg, in order to include a few of the principal sights of this important city. The best plan for the passing tourist will be to take a carriage on arrival at the railway station and visit as follows:—

The Römer, or Town Hall, dating from the fifteenth century. The building has three gables, and its front faces the market-place of the Römerberg. A frescoed staircase leads from the entrance cloister to the

Kaisersaal, a large hall, where the ceremonies and banquets took place in connection with the coronation of the emperors. Open for inspection Mondays, Wednesdays, and Fridays, or on application and payment of small gratuity. The imperial portraits are ranged around. Conspicuously displayed at one end of the hall is the portrait of Charlemagne, underneath a celebrated picture by Steinle of the "Judgment of Solomon."

The Cathedral (founded 1238), recently repaired and restored, has no very considerable interest apart from its historical associations. There are some noteworthy monuments in the interior. Here the good St. Bernard, in his day, preached many eloquent sermons, and—so says tradition—performed many strange miracles. Several of the German emperors have been crowned in this cathedral.

The Lutherhaus, Luther's lodging-place on his road to Worms,

near the cathedral, at a corner house in the Dom-Platz, should be noted. There is the portrait of the Reformer, and the inscription, "In silentio et spe erit fortitudo vestra."

The Judengasse, or Jews' Street, contains several antiquated houses, the residences of the old Jews of Frankfort. Among others, the birthplace of the Rothschilds is shown. But these old houses are in course of demolition, giving place to modern civilization and improvement.

The Ariadneum.—This museum, containing Dannecker's splendid Statue of Ariadne, and also various classical casts, will be found near the Friedberger Gate. Admission, half a mark.

The House of Goethe, in the Hirschgraben, is, of course, a point of great interest. Open to the public free on Wednesdays, or one mark otherwise. It cannot be mistaken, as it bears the inscription, "In diesem Hause wurde Johann Wolfgang Goethe, am 28 Aug., 1749, geboren." His Monument is in the Goethe-Platz, near the Rossmarkt, where his statue stands, laurel-crowned, with reliefs emblematical and illustrative on the pedestal beneath.

The Gutenberg Monument stands in the Rossmarkt, with the colossal statues of Gutenberg, Schöffer, and Faust, and is adorned with portraits of Caxton and other printing celebrities.

The Schiller Monument (modern, bronze) stands in the Schiller-Platz, and should be visited. "Thus, O Genius, are thy footsteps hallowed; and the star shines for ever over the place of thy nativity."

If more time can be afforded, a few days may be profitably occupied in this interesting and important city for visiting more at leisure the many attractions presented, among which may be enumerated the Municipal Picture Gallery in the Saalhof, the Town Library, the Art Institute, the churches, the Zoological and Palm Gardens, the Old Bridge, and various promenades.

Hotels.—De Bruxelles: Gaze's coupons accepted. Du Cygne: Cook's coupons accepted. Union: Caygill's coupons accepted.

Railway Stations.—The principal stations are at the west end of the town. The traveller will arrive at the terminus of the Taunus Railway from Wiesbaden, and leave for Heidelberg by the Main-Neckar Railway. The two stations are in close proximity.

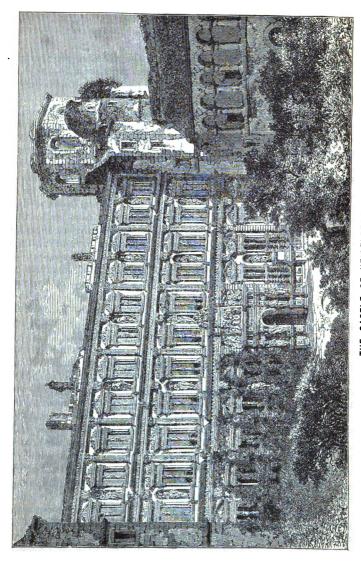
A railway ride of about two hours (if by express), via Darmstadt, will convey the traveller either from Mayence or from Frankfort to the town of

#### HEIDELBERG.

beautiful for situation (on the banks of the Neckar), picturesque in appearance, and romantic in association. Population, 20,000. A day should be here taken, and can be occupied to much advantage. The main interest of this locality centres in

Heidelberg Castle, a short distance from the town. "Out of a billowy upheaval of vivid green foliage rises the huge ruin, with empty window arches, ivy-mailed battlements, mouldering towers,the Lear of inanimate nature—deserted, discrowned, beaten by the storms, but royal still, and beautiful." The architecture of different ages, strangely combining fortress and palace—the work of centuries-presents a grand effect, the most magnificent ruin of mediæval times. Longfellow says, "The cunning hand of art was busy for six centuries in raising and adorning these walls; the mailed hands of time and war have defaced and overthrown them in less than two." From the broad terrace of masonry in front rises, on the left, the octagon horologe tower; and on the right a massive round tower supports the palace and garden-terrace of Elizabeth, wife of the Pfalzgraf Frederick. Behind is a large quadrangle of various palaces and towers-Rodolph's Castle, the Rent Tower, and the Giant's Tower, near the most and drawbridge in the rear. history of the castle can be fairly supplied by the local guides in attendance. The visitor will be shown the Ruprechts-Bau, the most ancient part of the building, dating from the earlier half of the fifteenth century, and containing a small collection of armour. The Thick Tower, with substantial walls, 23 feet thick in massive solidity (blown up by the French, 1689); the Otto Heinrichs-Bau, with its beautifully-sculptured façade; the Friedrichs-Bau, of somewhat later date; the English Palace, built to receive the Princess Elizabeth Stuart: the Graimberg Museum, containing portraits, coins, and relics: the Great Tun of Heidelberg (capacity, 49,000 gallons); and the Old Well of the Schlosshof. These, and the many other points of interest connected with the castle, will occupy several hours, which could perhaps best be taken in the afternoon, the morning being devoted to an excursion (pedestrian or by carriage) to

The Königsstuhl, an elevation clothed with foliage, glorious to behold, in the environs of Heidelberg, 1,850 feet above the level of the sea, with a tower on the top about 100 feet high, from the summit of which a grand view may be obtained of the Rhine and Neckar



valleys, and the mountains of the Odenwald and the Black Forest. The town of Heidelberg is formed by three parallel streets extending about a mile and a half along the left bank of the Neckar. Visit the

Church of the Holy Ghost, containing tombs of royalty, and interesting as being used partly by Catholics and Protestants conjointly. "May difference of opinion never alter friendship."

The University, five hundred years old, or thereabouts, with accommodation for nearly 800 students. It contains a valuable library of books and manuscripts, also collections of natural history. Open to visitors.

The Inn Ritter St. George, the only remaining house of ancient Heidelberg (1592). The town having been bombarded five times, twice entirely burned, and thrice taken by assault, there is only this house left as the solitary witness of its original history. The buildings of the town are almost entirely modern.

Hotels.—Schrieder, near the railway station: Caygill's and Gaze's coupons accepted. De l'Europe, near the railway station: Cook's coupons accepted. Victoria: Caygill's coupons accepted. Prince Charles—good, on the Grand Place, near the castle: Gaze's coupons available.

Railway Station west of the town, about a quarter of a mile from the Mannheim Gate.

English Church, in the Plockstrasse, near the Anlagen.

## HEIDELBERG TO BÂLE AND SCHAFFHAUSEN.

From Heidelberg the journey can be conveniently continued direct to Bâle (express, six hours), or by the Black Forest line to Schaffhausen or Neuhausen (ten hours).

By the former route to Bâle, the journey would be via Bruchsal (the junction for Stuttgart, Munich, Vienna, etc.), Carlsruhe, Oos (for Baden-Baden), Appenweier (for Strassburg, see page 41), Offenburg, and Freiburg.

If visiting Strassburg, on the other side of the Rhine, from Appenweier, the journey may be thence continued, via Colmar, without recrossing the river.

By the latter route to Schaffhausen, the journey would be as above to Offenburg, whence the line diverges to the south-east, proceeding, via Triberg and Singen, through some of the finest scenery of the Black Forest.

#### LUXEMBOURG ROUTE.

This route is an expeditious one, affording a direct journey to Switzerland from Brussels, via Namur, Luxembourg, Metz, and Strassburg (as by Nos. 5, 8, and 11), and will be convenient for those who do not care to travel by the Rhine, or who wish to make the journey direct, without loss of time and at an economical cost. The traveller by this route (No. 11) may leave London (Charing Cross) by the first morning express, and arrive at Bâle early on the following day. The departure by the Great Eastern service (No. 5) or by the Flushing route (No. 8) should be on the previous evening from London, Antwerp (see page 20) being visited en route. South of Brussels, the traveller may perhaps spare a day or two for visiting Metz and Strassburg, short notices of which are subjoined.

#### METZ.

Now in possession of the Germans, after having been for more than three hundred years a part of French territory. Population, about 60,000. In customs and language the civilians largely retain allegiance to their old belongings.

Gothic Cathedral, founded in thirteenth century. Fine old paintings and stained-glass windows. Tower, 387 feet, commanding grand and comprehensive views of Metz and its environs.

Churches of St. Eucharius, St. Constance, and St. Vincent;

The Place d'Armes, containing Statue of Fabert;

The Library, the Museum, and the Covered Market, should be visited.

Statue of Marshal Ney stands fronting the esplanade.

Hotels.—De l'Europe: Gaze's coupons accepted. Grand Hôtel de Metz: Cook's coupons accepted.

The fullest details connected with the history of Metz during the recent Franco-Prussian War will be readily supplied by the local guides, and the visitor will be enabled to realize on the spot the circumstances and vicissitudes which befell the town during the last days of the French Empire.

The neighbourhood of Metz—comprising Gravelotte, Ste. Marie-aux-Chênes, Mars-la-Tour, Flavigny, Vionville, and Rezonville—formed the historic theatre in which the terrible tragedies of that international duel (August 1870) were enacted to their bitter end.

It is computed that upwards of 120,000 soldiers here fell in those fierce encounters. The world's history cannot tell of more terrible and appalling slaughter than that which reddened those disastrous fields. "Heaven keep us from a knowledge of the sights" beheld by the watching stars on those nights of autumn, when thousands of upturned faces lay rigid in death's last agony, "which once, on mothers' breasts, sought mothers' eyes, or slumbered happily."

At the ruined farms of Point du Jour and St. Hubert, both the scenes of tremendous conflict, at the French village of Halonville, and other localities, several memorials, "still erected nigh," perpetuate the honour of the various regiments which did brave but desperate duty in the forefront of the battle. At Mars-la-Tour there stands a notable and artistic monument, well worth visiting, adorned with descriptive basso-relievos in bronze, which marks the spot where 10,000 warriors rest beneath the field which they so hardily contested. It bears a central column, in front of which are two pathetic figures, life size—a wounded soldier dying in the arms of a woman.

At Metz, in October of the same year, Marshal Bazaine surrendered with his Army of the Rhine, and 6,000 French officers and 170,000 men became prisoners of war. Not far from the new railway station, near the Porte Serpenoise, stands the villa where the document of capitulation was signed; and at Rezonville there is shown the small house at which the Prussian king, "Kaiser Wilhelm," rested for the night after the defeat of Bazaine's army on the 18th of August. The fact is recorded on a marble tablet attached to the wall of the house.

The modern town of Metz is chiefly an important military station. The Germans have greatly strengthened and improved its fortifications since the transference of its ownership. An army of more than 20,000 men constitutes its present garrison, and Metz may now be reckoned in the *premier ordre* among the principal fortresses of Europe.

A railway journey of about five hours, by way of Reinilly and Saarburg, brings the traveller to

#### STRASSBURG,

about 2 miles west of the Rhine. The capital town of Elsass-Lothringen, better known, in French times of possession, as Alsace and Lorraine. Population, 85,000. Strassburg, after having for nearly two hundred years formed part of the French dominions, was besieged by the Germans in the recent war—1870—and surrendered on September 28th in that year. The traces of the bombardment are still to be found, especially in that part of the city near the citadel and principal fortress, which, at the time, sustained considerable damage. The most important object of interest is

The Cathedral, which suffered but little, comparatively, during the siege. The Spire, the highest in the world, attains an elevation of 468 feet from the ground. The ascent (725 steps) is easy, but apparently dangerous, as the construction of the tower is open in character. But, for climbers with good nerves, the beautiful tracery and architecture of the spire, and the bird's-eye view of the comprehensive prospect from the top, over the hills and far away, will prove an adequate compensation. The building was commenced in the early part of the eleventh century. The great circular window in the nave is about 150 feet in circumference; and the stained-glass windows of the north transept are among the finest specimens in the world,

The Great Clock, astronomical, apostolical, and ornithological, restored on the ancient model, is an object of much interest. It may be seen to the best advantage daily at noon, when the complete machinery is in motion. The present clock was constructed by Schwilgué in 1842, replacing the original, which was invented more than three hundred years ago; and tradition asserts that the first inventor was rewarded by having his eyes destroyed, in order to prevent the possibility of his making another clock which should be a rival to this, his masterpiece. The Statue of Erwin of Steinbach, the architect who designed the grand façade of the cathedral, stands in the south transept.

The Statue of Gutenberg will be found in the Place de Gutenberg,—Strassburg claiming the honour of having been the residence of Gutenberg when he first invented printing, which invention he developed and perfected at Mayence. (See page 33.)

The Church of St. Thomas contains the Statue of Marshal Saxe, by Pigalle, erected by Louis XV. Admission, 30 centimes. The celebrated

Public Library, which contained many invaluable manuscripts and books, was destroyed in the siege, 1870. A new library has since been established in the University.

Goethe's House, No. 16 Alter Fischmarkt, is indicated by a marble slab, as the residence of the poet when a student at Strassburg University.

The Rue Brulée, near the cathedral, is pointed out as the locality where the burning of two thousand Jews took place in 1349, they having refused baptism into the Christian faith. The story runs that the Jews had previously poisoned the public fountain, to avenge themselves for former wrongs. Without doubt these unfortunate people suffered many cruelties from Christian (?) persecutors in mediaeval times.

Hotels.—D'Angleterre: Gaze's and Caygill's coupons accepted. De la Ville de Paris: Cook's coupons accepted.

Railway Station at the north side of the city. Omnibuses in attendance for conveyance to the principal hotels.

Strassburg to Bale.—This journey can be made in two ways:—

- 1. By crossing the Rhine, and proceeding via Appenweier, Offenburg, and Freiburg (if it is desired to excursionize in the Black Forest), arriving at the Baden Station in Bâle, from which there are frequent trains in correspondence with the Central Station on the south side of the Rhine.
- 2. Via Colmar and Mulhouse direct, the transit occupying from three to five hours, according to the train taken,—the traveller arriving at Bâle Central Station without change.

Strassburg to Schaffhausen or Neuhausen.—For those who may desire to enter Switzerland, for visiting the Falls of the Rhine, or travelling by the eastward routes, the journey would be made by crossing the Rhine, and proceeding, via Appenweier, to Offenburg, thence by the Black Forest line, via Triberg and Singen, the transit occupying about six hours.

#### RHEIMS.

Travellers adopting the direct route from London to Bâle, via Amiens, Laon, and Rheims, may be disposed to break the journey at the last-mentioned point, for visiting the celebrated cathedral and other points of attraction in this historic city, an important industrial centre in the Department de la Marne, on the right bank of the Vesle. Population, 72,000.

The Grand Cours is a handsome garden promenade, extending along the western side of the city, immediately fronting the railway station, in the centre of which stands the bronze

Statue of Colbert, Minister of Finance to Louis XIV. He was the son of a tradesman in Rheims, born 1619, and in his early life

assisted in the drapery business of his father. Leading eastward towards the interior of the city, is the

Place Drouet d'Erlon, containing a central, modern Statue of Marshal Drouet d'Erlon, born here, 1765. The

Statue of Louis XV. stands in the Place Royale, in the older part of the city. Erected 1819. Its pedestal is adorned with figures representing France and Commerce. The principal interest of Rheims centres in its

Cathedral, situated near the Palais de Justice, in the Place du Parvis Notre Dame. The exterior of this grand Gothic edifice, founded in the thirteenth century, is adorned with 600 statues. The western facade, with its fine sculpture and tracery, is a splendid specimen of ornate and elaborate architecture. The grand portal is flanked by two towers; spires (originally intended) are conspicuous by their absence. The central relief over the principal entrance represents the Coronation of the Virgin; to the right is the Last Judgment, and to the left the Passion of Christ. There is also the Baptism of Clovis, surmounting the large rose-window. The interior is 466 feet in length, with fine stained glass and curious tapestry. The ancient mechanical clock over the sacristy is said to be the oldest of its kind. When it strikes the hour, a door opens, and the figure of a man appears, on the watch, near the clock, while the other smaller effigies attend. The Treasury contains various costly items of plate and investiture used in the coronation of the French kings, many reigns having been here inaugurated. The memorable coronation of Charles VII. took place in this cathedral; on which occasion the Maid of Orleans was present, rejoicing in the fulfilment of her dreams.

The Archbishop's Palace, on the south side of the cathedral, afforded lodgings for royalty at coronation times. Joan of Arc was also here provided with accommodation. It contains an old chapel of the thirteenth century, and a fine ancient hall with open wooden roof of the fifteenth century.

The Hôtel de Ville, dating from 1627, contains Public Library with valuable manuscripts, a Museum of Painting and Sculpture, and notably the sarcophagus of Jovinus, who flourished as a Roman prefect of Rheims in the fourth century. It consists of a single block of marble, 9 feet by 4, with sculptured relief of the prefect in equestrian style.

The Abbey Church of St. Remy, with ancient tomb of the

saint. Reconstructed in modern times; now a grand erection in white marble, with statues of St. Remy and the peers of France. Note also the curious tapestry with legend of St. Remy. Tradition assigns this site as the scene of the baptism of Clovis, in 530, by St. Remy, "the apostle of the Franks." This fine old church, 350 feet long and 80 feet high, was considerably injured during the Revolution, but has since been handsomely restored. The Churches of St. Maurice and St. André can also be visited.

A great trade in wine—vins de la montagne—chiefly champagne, is here carried on. The cellars of

The Veuve Cliquot Company and others are at Rheims. Hand-woven merinos are largely produced in and around the city.

Hotels.—Lion d'Or and Maison Rouge, near the cathedral—recommended.

Railway Station on the west side of the city, facing the Colbert Statue in the Grand Cours.

Rheims to Bâle.—This journey can be made direct and without change during the summer season, via Chalons, Chaumont, Belfort, and Delémont, the transit occupying ten hours, arriving at Bâle Central Station.

#### ROUTES VIA PARIS.

For travellers by the Routes Nos. 12 to 15 and 17 to 20, Paris will be the main attraction, the first stage of the journey from London being to that point. The shorter Channel passages (Nos. 12 to 15)—via Dover and Calais, or Folkestone and Boulogne—are the more expensive, and, for many, the more desirable. For those who can enjoy the crossing of "the silver streak," the longer sea-routes (Nos. 17 to 20)—via Newhaven and Dieppe, or Southampton and Havre—are much less costly, and command finer scenery in France. By the first-named routes the journey may be broken at

#### BOULOGNE.

Boulogne-sur-Mer is an important sea-port, 28 miles from Calais, situated at the mouth of the Liane. Population, 40,000. Like Brussels, it is divided into two parts—the upper town, or Haute Ville, and the lower, or Basse Ville. The lower town is the busier



and more largely populated, while the upper is more quiet and genteel.

The New Bathing Establishment, open during the summer season, has hot and cold baths, and is furnished with handsome reading and billiard rooms. The beach is a fine one, and the sands firm and even.

The Chamber of Commerce and the Custom House are near at hand, on the quay; also several well-known and commodious hotels.

The Museum (in the Grand Rue) contains a good collection of paintings and natural history specimens. Open to visitors Thursdays, Saturdays, and Sundays.

The Cathedral of Notre Dame is in the upper town, in a conspicuous and commanding position, and is of modern construction, in the Grecian style, built on the site of an ancient church. The old crypt still remains for the inspection of the curious.

The Palais de Justice and the Hôtel de Ville are in the upper part of Boulogne; also the Belfry Tower, 140 feet high.

Outside the town, about three-quarters of a mile, stands the

Napoleon Column, surmounted by a bronze figure of Napoleon I. Height, 164 feet; diameter, 13 feet; statue, 16 feet high.

Hotels.—Folkestone, on principal quay: Gaze's coupons accepted. Christol, on principal quay: Cook's coupons accepted. Du Nord et Continental: Caygill's coupons accepted.

Passing the stations of Montreuil, Noyelle, Abbeville, and Longpré, the traveller arrives, in about three hours, at

#### AMIENS.

situated on the Somme. Population, 60,000. Tourists resting at this point should visit the handsome

Cathedral, one of the finest specimens of Gothic architecture in France. It dates from the earlier part of the thirteenth century. "The high embowed roof" stands at a much greater elevation than that of Westminster Abbey. The interior is 440 feet in length, and the spire of its tower soars to the height of 200 feet. Part of the skull of John the Baptist (so stated) is here preserved. The fine carvings of the one hundred and sixteen stalls and the beauty of the stained-glass windows are noteworthy and remarkable.

The Hôtel de Ville, where was signed the Amiens treaty of peace, 1802. The Library, Hospital, Market, etc., may also be visited.

Hotels,—De l'Univers: Cook's coupons accepted. Du Rhin (Caygill's coupons) and De France et d'Angleterre, near

Railway Station, the point of junction for Rouen and the west, Rheims and the east, and for the southward continuance of the journey to Paris.

Travellers to the French metropolis, by the longer Channel routes—either via Dieppe or Havre—necessarily take the journey by way of the interesting town of

#### ROUEN.

a thriving commercial centre of Normandy, situated on the Seine. Population, 100,000. William the Conqueror died at Rouen. The tourist should visit the ancient

Cathedral of Notre Dame, dating from the thirteenth century. The original spire of the edifice was struck by lightning early in the present century, and replaced by the existing iron spire, 1823. The view from the top is fine and extensive. In the interior are the tombs of Rollo, the first Duke of Normandy, Richard Cœur-de-Lion, and his brother, among others of historical note shown to visitors.

The Church of St. Ouen.—A superb Gothic edifice. Dedicated to St. Ouen, who, during the seventh century, flourished as Archbishop of Rouen.

Place de la Pucelle, near the quay. Joan of Arc was burnt on this spot.

Palais de Justice.—Gothic; fifteenth century. Scene of Joan's condemnation.

The Museum of Antiquities and Art (Rue Beauvoisine). Open daily to visitors. Fifteen windows of the finest stained glass in Europe. English sight-seers will discover, in one of the frames exhibited on the walls, the autograph of William the Conqueror, Henry I., and Richard Cœur-de-Lion.

The Hôtel de Ville, containing a small collection of good paintings by artists of repute, is worth notice.

Hotels.—D'Angleterre, on the quay: Gaze's and Caygill's coupons accepted. Grand Hôtel d'Albion: Cook's coupons accepted. Victoria, near railway, comfortable and moderate; English proprietor.

Railway Station.—The junction of the lines from north, west, and east, and commanding the direct route to

#### PARIS.

For general information and practical guidance there are many Hand-books published, any one of which may be of service to the visitor. We recommend, "Paris, and How to See It" (1s.), by W. E. Gaze, and obtainable of Messrs. H. Gaze and Son, 142 Strand, London, as most useful and reliable; also Cook's "Hand-book to Paris," and "The Practical Paris Guide," published at the same price, which may be obtained of any bookseller.

It does not come within the design of this Hand-book to supply anything like adequate information of the sights of the French capital. Presuming that the Swiss traveller who takes Paris on the road intends to remain here a few days on his outward or homeward journey, he is recommended to place himself in the hands of one or other of the English tourist agents, whose Paris offices are given as subjoined:—

- H. GAZE and Son, 8 Rue Duphot (near the Madeleine).
- T. Cook and Son, 9 Rue Scribe, and 15 Place du Havre.
- O. H. CAYGILL and Co., 15 Avenue de l'Opera.

These firms provide daily carriage drives to all the important sights of the city, as well as very frequent excursions to Versailles, and the passing tourist will save much time and money by arranging to join these stated expeditions. He will be relieved of all fatigue, trouble, and responsibility, as well as the worry of fees, individual expenses for guides, interpreters, etc., and will certainly be able to accomplish much more in a given time—say three days—than is practicable by any other means. In any case, the fullest information is cheerfully accorded to English visitors at the above-mentioned offices.

Arrival in Paris.—If travelling by the short sea-routes (Nos. 12 to 15), via Calais or Boulogne, the tourist will arrive at the terminus of the Northern of France Railway, in the Rue de Dunkerque (Gare du Nord). If the intention be to proceed direct—not stopping in Paris—take cab at once to the station of departure (see page 49); or, as will most likely be the case, if the journey is broken, drive to the hotel which may be selected. Registered luggage will be examined at the station by the Douane, and a little time must therefore elapse before the traveller can obtain his belongings. A cab should be retained in readiness, so that when the luggage is delivered a start may be made "without further delay." On registration of Continental

luggage in London, a numbered ticket is given to the traveller, and the duplicate number is attached to the luggage. It is necessary to be careful of this ticket, as the luggage will be delivered only on production of the same in Paris. This arrangement will also hold good for all cases of after registration from point to point on the Continent, and will be worth remembering. Should the longer sea-routes be adopted (Nos. 17 to 20), via Dieppe or Havre, the point of arrival in Paris will be the terminus of the Western of France Railway, in the Rue St. Lazare (Gare St. Lazare). Observations as to luggage and departure as given above will be applicable.

Departure from Paris.—If by Routes Nos. 12 and 17 to Bâle, the traveller will leave Paris by the Eastern of France Railway terminus (Gare de l'Est), in the Boulevard Strasbourg, not far from the Gare du Nord. If travelling by Routes 13, 14, 18, 19, or 20 to Neuchâtel, Lausanne, or Geneva, the station of departure will be the terminus of the Paris, Lyons, and Mediterranean Railway (Gare de Lyon), in the Boulevard Mazas, south-east of the city, not far from

the Place Bastille.

Sights of Paris.—By way of cursory enumeration, a list of the most important attractions of the city, which can be taken in order as given, is subjoined for the information of strangers who may desire to make the most of a short stay.

Starting from the Madeleine Boulevard (in proximity to the Hotels St. James, Burgundy, New York, or Byron, as may be selected), visit the—

MADELEINE CHURCH,
CHURCH OF ST. AUGUSTIN,
PARC DE MONCRAUX,
ARC DE TRIOMPHE,
CHAMPS ELYSÉES,
PLACE DE LA CONCORDE,
JARDIN DES TUILERIES,
THE LOUVRE,
PALAIS LÉGISLATIF,
HÔPITAL DES INVALIDES,
TOMB OF NAPOLEON (open at
noon),
LUXEMBOURG PALACE.

and return to the Madeleine.

THE PANTHEON,

CHURCH OF ST. ETIENNE DU
MONT,
CATHEDRAL OF NOTRE DAME,
THE MORGUE,
TRIBUNAL DE COMMERCE,
PALAIS DE JUSTICE,
LA SAINTE CHAPELLE,
TOUR DE ST. JACQUES,
HÔTEL DE VILLE,
PLACE BASTILLE,
COLUMN OF JULY,
BOULEVARDS,
GRAND OPERA,
COLUMN VENDÔME,

The above may be visited by an energetic sight-seer in one day, if it be found impossible (in some cases) to afford a longer stay; but such a procedure is not recommended. Presuming that a convenient hotel has been chosen in the English quarter of Paris, such a round could be accomplished, starting early, commencing at and returning to the Church of the Madeleine, or the hotel near at hand. Carriages must be taken from point to point. They may be hired either by the hour or by the course. Tariff as follows:—

	Per Course.		Per Hour.
	Fr.	c.	Fr. c.
ONE-HORSE CAB, 2 places	1	50	2 00
ONE-HORSE CAB, 4 places	1	75	2 25

An additional pourboire to the driver is expected.

Hotels.—Burgundy, 8 Rue Duphot; Byron, 20 Rue Lafitte; Du Rhône, 5 Rue Jean Jacques Rousseau; Louis le Grand, Rue Louis le Grand; Jules César, 52 Avenue Ledru Rollin (near Gare de Lyon): Gaze's coupons accepted. Londres et New York, Place du Havre; St. Petersburg, 35 Rue Caumarten; Pavillon, Rue l'Echiquier: Cook's coupons accepted. Pavillon de Rohan, 172 Rue de Rivoli; Dominici, Rue Castiglione; Choiseul et d'Egypte, 51 Rue Neuve St. Augustin; Buckingham, 32 Rue Pasquier; De Bresil et Portugal, Rue Montholon: Caygill's coupons accepted.

Railway Stations.—See stations of arrival and departure before mentioned.

#### PARIS TO SWITZERLAND.

The four main routes from Paris to Switzerland, as already indicated, by the Eastern of France and the Paris and Lyons railways (Nos. 12-15, 17-20), will be mostly taken as through direct journeys, not stopping by the way, occupying an average of twelve hours to Bâle, Neuchâtel, Lausanne, or Geneva respectively. For those who may desire to break the journey, the following notices are subjoined:—

The route to Bâle by the Eastern of France Railway will be by Troyes, Vesoul, Belfort, and Mulhouse; and the traveller is recommended *not* to stop on this road, unless necessity oblige. There is very little of interest to be seen, and the hotel accommodation is indifferent.

On the railway route by the Paris, Lyons, and Mediterranean line, the first town of importance will be

#### FONTAINEBLEAU.

a little more than one and a half hour's ride from Paris. A well and regularly built town, on the borders of the forest of the same name. Population, 12,000.

The Palace, or Château, of considerable historical interest, is about a mile from the station. It has been a royal residence from the days of Louis VII. The horse-shoe staircase—from which the first Napoleon addressed the Old Guard previous to his exile to Elba, 1814—was built by Louis XIII., who also added to the decorations of the interior; Louis XIV. remodelled the gardens; and £240,000 was spent on the palace by Napoleon I. Louis Philippe and the late emperor completed the furniture and decorations. The palace is open daily from 11 to 4.

The Forest of Fontainebleau is thirty miles in circumference. Take carriage to Les Gorges d'Apremont and Franchart, the Calvaire, the Weeping Rock, and to the beautiful forest scenery of the Bas Breau and the Gros Fouteau, not forgetting the Gorge of the Wolves and the Lake of the Fairies. One-horse carriages may be hired at 3 francs for the first hour, and 2 francs 25 centimes for every following hour. Two-horse vehicles—4 francs the first hour, and 3 francs per hour afterwards.

Hotels.—De la Ville de Lyon: Gaze's coupons accepted. De Londres: Cook's coupons accepted.

Leaving Fontainebleau, the train passes Montereau, Sens, La Roche, Auxerre, St. Florentin, Tonnerre, Blaisy-Bas, and by the Côte-d'Or district to

#### DIJON.

the chief town of the Côte-d'Or department. Population, 48,000. Known to the readers of Dickens as the meeting-place of Mrs. Dombey and the disappointed Carker. Situated at the junction of the rivers Ouche and Suzon. Visit—

The Cathedral of St. Bénigne, with spire 301 feet in height. This spire was bent by a tempest in 1805. The interior contains a few good paintings and some interesting tombs; notably, one of the poet of Burgundy, Tabouret des Accords (1590), and a stone commemorative of Wladislas, King of Poland (1388).

The Church of Notre Dame, with curious clock taken from Courtrai in 1383. It is called the Jacquenard of Dijon, from the name of the Flemish inventor.

The Statue of St. Bernard. — On the Place of the same name.

The Monument erected to the memory of the citizens killed when protecting their town during the German invasion, 1870. It stands in the centre of the square of the Porte Neuve. Dijon was twice occupied by the Germans during the war.

The Park.—Magnificently arranged by Lenôtre, and connected with the Place St. Pierre by a triple avenue of trees, nearly a mile in length.

The Botanical Garden and the Museum of Natural History should also be visited.

Hotels.—De Bourgogne: Gaze's coupons accepted. Jura: Cook's coupons accepted. De la Cloche: Caygill's coupons accepted.

The line diverges in a south-easterly direction at Dijon, on the route to Neuchâtel or Lausanne. Passing Collonges, Auxonne, Dôle, Mouchard, and Andelot, the train arrives at Pontarlier, the French frontier station.

The railway from this point to Neuchâtel (see page 91) traverses a picturesque country. Entering Switzerland by the little station of Les Verrières, the traveller begins to realize the fact by the increasing beauty and charming variety of the scenery. Best views on the right. Beyond the valley of Travers, the line is constructed high up on the mountain-side, following, at a considerable elevation, the wooded ravine of the Reuse, through many tunnels, and with many successive romantic views, until reaching Auvernier; from which point a beautiful and comprehensive panorama, including the Lake of Neuchâtel and the Savoy Alps in the distant horizon, may be enjoyed.

From Pontarlier to Lausanne the line runs in a more southerly direction, passing pleasant woodland scenery, to Vallorbe (the actual Swiss frontier); thence by La Sarraz and Cossonay, joining the Yverdon route, it reaches Lausanne, on the northern side of the Lake of Geneva. (See page 223.)

The traveller intending to enter Switzerland by Geneva, will continue the journey southward from Dijon, passing Beaune, Chagny, Chalon, and Tournus, until arrival at the town of

### MÂCON,

which is frequently made a halting-place by the way. It is the capital of the department of the Saône-et-Loire.

The ruined Cathedral of St. Vincent, with its two ancient towers, is, or was, in the Romanesque style. The busier part of the town is comprised by the quays and the river, where a large trade is briskly carried on in the embarkation of the produce of the neighbouring vineyards, Mâcon being an important centre of the wine trade of Burgundy; but the higher quarters of the city seem to be abandoned to silence and repose, where, for a considerable part of the year, the family residences are closed. Mâcon is the native town of Lamartine.

The first express train for Geneva leaves the Mâcon station daily in the early morning. Obedience to the dictum of "Mrs. Jarley" is recommended—"So be in time!"

Hotels.—Des Champs Élysées: Gaze's coupons accepted. De l'Europe: Cook's coupons accepted. Des Étrangers: Caygill's coupons accepted.

From Mâcon the line again diverges eastward to Bourg, Ambérieu, Culoz (junction for trains to Italy), and Bellegarde, the French frontier. Crossing the deep valley of the Valserine, and passing through the Tunnel Du Crédo, it runs beneath the Fort de l'Écluse, seen on the left loftily guarding the international highroad, while the swift waves of the Rhône, which here divides the Jura mountains from the slopes of Mont Vuache of Savoy, welcome the traveller to the land of Tell.

Passing the smaller stations of Collonges, Chancy, and Satigny, the train reaches the city of Geneva (see page 211), situated at the western extremity of the lake which bears its name.

# SWITZERLAND PAST AND PRESENT.

HISTORY-POPULATION-INDUSTRY AND MANUFACTURES-EDUCATION.

History.—A guide-book of travel is now-a-days considered incomplete without some historical sketch of the country whose routes are described. In compliance, therefore, with the prevalent mode, attention is invited to the following pages, which may be perused or omitted in accordance with the pleasure and leisure of the tourist.

"Once on a time" the country now known as Switzerland was inhabited by lake-villagers, who amphibiously resided in dwellings supported by piles in the water—presumably stanch teetotallers and enthusiastic fishermen; but, alas! the only records of their story—"their homely joys and destiny obscure"—remain for the inspection of the curious in the museums of Berne, Zurich, and Neuchâtel, in the shape of stone implements and flint knives somewhat blunted by age. So, bluntly speaking, we know no more about them, and cannot dissertate.

More than two thousand years ago those ubiquitous warriors, the Romans, invaded and conquered the country for the country's good, though such was not then the popular opinion. The Helvetians, who had previously displaced the first historic race of the Rhætians, were in their turn subdued. Stringent laws, good roads, and incipient civilization became the order of the day, following the disorder of long-continued and disastrous warfare.

Four centuries later, the Romans were disturbed in possession,

with ultimate notice to quit, by excursionists (generically known as barbarians) from Burgundy and Central Europe, who, in successive tribes, settled in different centres of Helvetia, and, according to the usual amenities of medieval society, unsettled the country and themselves by constant quarrels and hard fighting. Then came the Franks, who, in a frank way of their own, fought for and gained supremacy.

Under Franconian rule, counts counted for deputy kings; Christianity was introduced, and several monastic institutions were founded. Subsequently, Oriental invaders, those irrepressible Saracens, visited the land, interfering with the existent régime, and doing considerable damage in the way of general looting and devastation. The "old order" changed, "giving place to new," and the rule of the country was divided—the western half being united to the kingdom of Burgundy, and the eastern coming under the sway of the Swabians, in the tenth century.

In about one hundred and twenty years afterwards, the German emperors became ambitious for possession. Having gained an entrance on the downfall of Swabian authority, they undertook the management of affairs, and appointed the Dukes of Zähringen as their representatives. Much enmity existed between these dukes and the nobles of Burgundy; but when rogues fall out, honest men get what they want, and the inhabitants of the central localities had a good time of it, per favour of the reigning dukes. The towns of Burgdorf, Freiburg, and Berne were thus established.

But at a later period these nobles assumed the lordship of the soil on their own account, and "home rule," feudalism, and serfdom were thenceforward inaugurated. Even the more independent inhabitants were compelled to arrange (in preservation of their liberty) with their lords and masters. The people of Zurich and of the Schwyz, Unterwalden, and Uri cantons allied themselves to the Counts of Hapsburg for governance and protection: thus a small family became a great despotic power in the land, which in the time of Count Albert (succeeding his father Rudolf as emperor) developed into absolute and irresponsible tyranny. Harshness and cruelty reigned triumphant, and revolt inevitably followed.

The cantons, unable to endure their burdens, threw off allegiance, attaching themselves to the rival cause of Adolph of Nassau, and a troublous period ensued. The traditionary patriots, "William," and the three heroes of Rütli (page 89), played their part in this chapter

of Swiss history, "the little tyrants of their fields withstood," and succeeded in expelling from the country the Austrian bailiffs, who had been the authors of much barbarous and insulting oppression. Albert was afterwards assassinated, and the Emperor Henry VII. reigned in his stead. On the death of Henry, the cantons being allied to the Bavarian monarchy, the family of Hapsburg, in an evil moment for themselves, resolved on the complete and everlasting subjugation of the Switzers. In the early part of the fourteenth century a formidable army, headed by Leopold of Austria, gave battle to the foresters, and was utterly defeated on the southern slope of the Egeri See, near Rosenthurm. This merry family were also frustrated in subsequent efforts for supremacy, by the victories of Sempach and Näfels, seventy years later, and their power was ultimately destroyed.

The Burgundian lords of the west attempted the subjugation of Berne, but were frustrated by the victorious resistance of the brave citizens at the Battle of Laupen, A.D. 1339. (See page 116.) About the middle of the century a "co-operative" alliance, offensive and defensive, was formed by several independent towns and districts, by which the Dukes of Austria were defeated, and the power of Charles the Bold of Burgundy broken and defied.

The Swiss Confederacy finally established its recognized independence in 1499, by another victory at Dornach, near Bâle.

From the commencement of the sixteenth century the Switzers grew ambitious for wealth, and their heroic spirit seemed on the wane, their soldiers fighting as mercenaries in foreign service. The doctrines of the Reformation, preached by Zwingli, were largely espoused by the Swiss people, and civil wars ensued between the new-made Protestants and their neighbours of the older faith.

With the decline of the national spirit came those miserable contentions for form and creed. Eventually, after much bloodshed, the French Republic, seizing the opportunity, completed the annexation of the Swiss Republic at the close of the eighteenth century. In 1803 the system of cantonal government was re-established by Napoleon, and in 1815 the constitution was remodelled by the authority of the Vienna Congress.

During the present century, the short civil war of the Separate League (1847), consequent on certain results of the Revolution of July 1830, took place; and in 1848 the present Federal Constitution of modern Switzerland was established.

Since that settlement of public affairs, and more especially during the last twenty years, the country has been annually besieged by an ever-increasing army of northern and western invaders, and the r(h)ations, chiefly found at the various hotels, are daily attacked with much bravery throughout the length and breadth of the land. The peaks, passes, and glaciers of Helvetia are conquered every summer by an alien host with great intrepidity and courage. Nevertheless harmony and peace prevail, and the happy Switzers thrive apace, enduring such incursions without the least resentment. Long may they wave!

**Population.**—The following statistics show an increase, during ten years, of 177,000 in the total population, which will serve to indicate the growing national prosperity of Switzerland:—

Cantons.	Rom. Cath.	Prot.	Jews.	Sects.	Totals,	
AARGAU	88,914	108,029	1,236	466	198,645	
APPENZELL-			1			
Rhodes, ext	8,694	48,068	18	158	51,958	
Rhodes, int	12,294	545	1	1	12,841	
Bâle-camp	12,099	46,679	233	270	59,271	
Bâle-ville	19,286	44,238	830	747	65,101	
Berne	65,828	463,163	1,316	1,857	582,164	
FREIBURG	97,113	18,138	104	45	115,400	
GENEVA	51,620	48,310	671	994	101,595	
GLARUS	7,065	27,097	7	44	34,213	
GRISONS	41,758	53,139	38	61	94,991	
LUCERNE	129,190	5,402	152	62	134,806	
Neuchâtel	11,712	91,040	677	303	103,732	
SCHAFFHAUSEN	4,165	33,890	30	263	38,348	
Schwyz	50,266	954	7	. 8	51,235	
SOLEURE	69,008	17,130	139	147	80,424	
ST. GALLEN	126,177	83,429	880	505	210,491	
THURGAU	27,122	71,821	120	489	99,552	
TICINO	130,093	356	11	817	130,777	
UNTERWALD	26,979	867	2		27,348	
Uri	23,149	524	7	14	23,694	
VALAIS	99,327	854		35	100,216	
VAUD	18,169	219,439	578	544	238,730	
Zυσ	1,218	21,734	27	15	22,994	
Zurich	30,298	283,134	806	3,338	317,576	
Total	1,161,055	1,666,984	7,380	10,688	2,846,102	

STATEMENT OF CENSUS, 1880.

Industry and Manufactures.—The Switzers are a thrifty and industrious people, not afraid of hard work, and contented with a moderately fair return for labour. In those parts of the country

where fertility of soil and geniality of climate combine to make agriculture possible and remunerative, the peasantry, with comparatively small holdings of land, can usually do well, and are enabled to put by something against a rainy day. But in the mountainous districts of the Bernese Oberland, the Jura region, and other parts of Switzerland, where the land is poor and unproductive, the humble husbandman (with perhaps an unlimited family, holding a limited acreage) cannot live very prosperously, and has some difficulty in making both ends meet.

Thus it has come to pass that various artistic handicrafts, in the absence of iron and coal, have, in course of time, been adopted to supplement the deficiency. In the Jura region, the manufacture of watches and musical-boxes has become considerable; and of late years, the Bernese Oberlanders have followed the good example of their neighbours. Ornamental wood-carving, as applied to toys of all sorts, caskets, flowers, animals, napkin-rings, spoons and forks. book-slides, chairs and tables, and marqueterie and parqueterie, have developed into important commercial proportions. About fifty years since. Christian Fischer became the first sculptor in liqueo, and established a school at Brienz in which the art of wood-carving could be acquired. At Grindelwald, some years later, clever Peter Baumann began the manufacture of miniature Swiss chalets, now well known to all visitors, commanding general admiration and sale. His son Andreas, being educated by the paternal Baumann in the same line, proved himself a genius, and his models have served as accepted standards in the art. Wood-carving became the general resource for the winter season of the inhabitants of the Hasli valley, and the trade has now assumed the importance of a thriving business enterprise. Workshops have been started, shops opened, and export relations established, so that at the present time 25,000 persons, men and women, are employed, earning from fifteen to thirty-five francs weekly. "The day of small things" has, at Interlaken, been the precursor of the better times of wholesale undertakings. There is here a factory at which habitable chalets may be obtained to order. large or small, suitable for summer-houses or garden residences. These are supplied in pieces, like a monster puzzle, properly arranged and marked, convenient for speedy and picturesque erection anywhere. Such houses may be taken down again and transferred to different localities, at the taste and option of the purchaser. Mr. C. Fechter presented a chalet of this construction, in ninety-five parts,

to his friend the late Charles Dickens, who erected it in his garden at Gad's Hill, 1865.

The principal centres of the wood-carving trade are at Interlaken (where the art is superintended by a state-paid master of design), at Brienz (where is a good school for modelling, supported by the canton), and in the district of Ober-Hasli. There is also a great deal of home-work far and near, and quondam cottage amateurs are speedily becoming artistically proficient in the business.

In the Bernese Oberland another artistic trade (marqueterie) has been recently created in the production of polished and inlaid slabs, table-tops, etc., from the indigenous red stone and marbles of the country. Parquet flooring, too, is extensively manufactured, and commands an increasing sale. The present estimate shows the annual production of 700,000 square feet of this elegant material.

Embroidery is at present obtaining considerable favour in the north-eastern districts of Switzerland. In the canton of Thurgau companies have been lately organized and capital subscribed for the establishment of embroidering looms. The furtherance of this industry seems to be universally regarded as a good investment; and many—especially the working-classes, shepherds, agriculturists, and peasants—are becoming eager learners of the art. According to the recent dictum of an American editor (1883), "embroidery is having a boom in the canton."

Education.—The Universities of Switzerland (German) are three in number—namely, at Bâle, Zurich, and Berne. The University at Bâle was established by Pius II. in 1459 and has an attendance of 350 students. The Zurich University, founded in 1832, accommodates 320, one half of whom are medical students; and the University at Berne, dating from 1834, provides for 380. These institutions support 120 professors, besides private tutors. The Polytechnic School at Zurich, with 680 students, established in 1856, has a good repute; and the various older colleges of this centre of Swiss learning are deservedly held in high estimation. There are also French Academies at Neuchâtel, Geneva, and Lausanne, with professorships of theology, philosophy, and jurisprudence. These employ 50 masters, with 400 students in attendance. The numerous private scholastic establishments in Switzerland offer many educational advantages on moderate terms, and have, in the main, a most respectable repu-The Public Schools of Switzerland, under the supervision of the various cantons, provide a fair education for the rising race throughout the country, including tuition in both French and German.

Switzerland, being a federation of many distinct republics, has no uniform system of teaching, but in all cantons education is obligatory. The Primary Schools are gratuitous, and very good. In the Secondary or Cantonal Schools the educational curriculum is thoroughly first-rate, and very nearly gratuitous. For example, at Geneva the charge is only twenty francs per annum, until a point is attained at which the pupil may be qualified to receive a teacher's certificate. Religious instruction is excluded from these public schools, but pupils may, at the request of parents, attend classes for the purpose conducted by Protestant or Catholic ecclesiastics, as may be desired. Residents, both native and foreign, almost without exception, send their children to these public Cantonal Schools. The material supplied is excellent, and very satisfactory at the price.

Apropos of this subject, the citizens of the larger towns have a custom, in reference to the association of their children, which tends to much conservatism in Swiss society. In families, when the olive branches are young and tender, parents interest themselves to organize what are called Sociétés de Dimanche. These are select juvenile côteries or clubs, with members from twelve to fifteen in number, and the children belonging to the same associate on very friendly terms. They meet weekly, on Sunday evenings, in turn, at their respective homes, and are there suitably and agreeably entertained, according to their age. As time progresses, friendships are formed and attachments created which considerably influence the future experience of the youngsters, and it not infrequently happens that such ties are afterwards cemented by bonds matrimonial. Thus it comes to pass that the social life of Switzerland is exclusive, "and the stranger intermeddleth not with" nor even understandeth the peculiarity of its secret and inner structure.

## NORTHERN AND WESTERN SWITZERLAND.

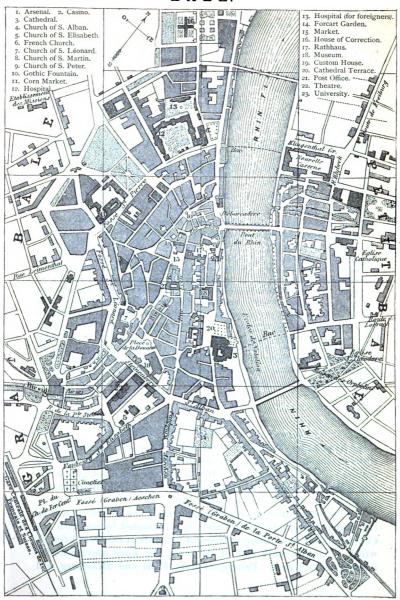
BÂLE—BÂLE TO LUCERNE, via OLTEN—NEUHAUSEN (DACHSEN) TO ZURICH, via WINTERTHUR—NEUHAUSEN, AND FALLS OF THE RHINE—ZURICH—ASCENT OF THE UETLIBERG—LAKE OF ZURICH—ZURICH TO EINSIEDELN—EINSIEDELN ABBEY—EINSIEDELN TO BRUNNEN—ZURICH TO GLARUS AND LINTHTHAL—BATHS OF STACHELBERG—STACHELBERG TO FLÜELEN (KLAUSEN PASS)—ZURICH TO ROMANSHORN—ZURICH TO ST. GALLEN AND RORSCHACH—WINTERTHUR TO BUCHS (BY THE TOGGENBURG)—ZURICH TO LUCERNE, BY RAIL, via ZUG—ZUG TO LUCERNE, BY THE RIGI—THE RIGI, AND RIGI RAILWAY—LUCERNE—LAKE OF LUCERNE—RÂLE TO NEUCHÂTEL, BY THE MÜNSTERTHAL—NEUCHÂTEL AND ENVIRONS—LAKE OF NEUCHÂTEL—NEUCHÂTEL TO LAUSANNE—BÂLE TO BERNE, via OLTEN AND HERZOGENBUCHSEE—BERNE—OLTEN TO LYSS, via SOLEURE—THE WEISSENSTEIN—BÂLE TO COIRE, via ZURICH—RAGATZ AND GORGE OF PFÄFFERS—BÂLE TO WALDSHUT AND SCHAFFHAUSEN—NEUHAUSEN TO COIRE, via ZURICH—SCHAFFHAUSEN—SCHAFFHAUSEN TO COIRE, via ZURICH—SCHAFFHAUSEN—SCHAFFHAUSEN TO COIRE, via CONSTANCE—LAKE OF CONSTANCE—COIRE.

## BÂLE. '87 ::

Bâle (population 60,500), finely situated on the Rhine, which flows through the town, dividing it north and south, is the principal entrance-town of Switzerland. It is of ancient Roman origin, and is now a thriving commercial locality, being most conveniently situated for trade both with France and Germany.

For travellers arriving via Germany, the point of arrival will be the Baden Station, in Klein-Basel: it is connected by rail with the Central Station (local trains at frequent intervals, or omnibus, 1 franc), which is on the south side of the town, and more convenient for interior Swiss travel. Passengers from Paris and Strassburg will

## BÂLE.



 $\mathsf{Digitized} \, \mathsf{by} \, Google$ 

arrive direct at the Central Station, near to which several good hotels are conveniently placed,—namely, *The Schweizerhof* (Gaze's coupons accepted), *Hôtel Euler*, *Hôtel Lorenz* (Caygill's coupons accepted), and *Hôtel Hofer*. The well-known *Hôtel Trois Rois* is on the Rhine: Cook's coupons accepted. Also the *Croix Blanche*: Gaze's coupons available.

The Münster—near the Pfalz promenade, overlooking the river and the ferry of the "flying bridge"—is open to the public from 2 to 4 P.M., or can be visited at other times. Fee, 50 centimes. handsome Gothic building of red sandstone, with two towers (220 feet). Built in the eleventh century; burned in the twelfth, and restored; destroyed by an earthquake in the fourteenth, and afterwards rebuilt. The north door is a remnant of the original church, with statues of John the Baptist, the Evangelists, and other worthies. The wise and foolish virgins are in attendance over the door, and at the top there is a representation of the Last Judgment. The west front (of the fourteenth century) is interesting, and is adorned with statues of the Emperor Henry II., the founder of the church, Helena his queen, St. George and the Dragon, and above, the Virgin and Child. The interior contains stone pulpit (1486), rood loft (1381), font (1465), and monument of Erasmus. Fine modern organ. Tombs in choir. Stained-glass windows from Munich.

The Mediæval Collection.—In adjoining building. Admission, half franc. Antiquities and archæological curiosities. Visitors should see the Lällenkönig, a curious head removed from an old gate-tower of the Rhine bridge. Its eyes and tongue are movable, and were formerly connected with the mechanism of the clock of which it formed a part. A winding staircase communicates with the Council Chamber. In this old hall the Council of Bâle held solemn conclave in the fifteenth century. Fragments of an ancient fresco, "The Dance of Death," not by Holbein, removed from the Dominican cemetery (1805), decorate the walls of the chamber. Several other rooms on first and second floor, containing various relics, are worth attention.

The Museum.—Between the cathedral and the bridge. Admission, one franc. Pictures by Holbein (junior), Roman antiquities, and library of 100,000 volumes.

The Rathhaus (Town Hall).—In the market-place. Built 1508; restored 1826. Town arms of Bâle on façade. Near at hand, see Post Office, handsome modern building, very recently completed.

The Fishmarket, and the Spahlen Fountains, the old Churches of

St. Clara, St. Martin, and the Barfüsser, the Zoological Gardens, and the handsome modern Gothic Church of St. Elisabeth, with stained windows from Munich, should be visited.

A short distance south-east of the town is the artistic Monument of St. Jacob (by Schlöth), which commemorates the valour of the confederates who fell, resisting French invasion, in the fifteenth century. On the pedestal of the monument are four sculptured warriors, "faithful to death;" while the armour-clad figure of Helvetia stands above, extending her memorial wreath.

## BÂLE TO LUCERNE.

(Ru	Rail	54	miles.	۱
(D9	Augus.	<i>04</i>	muu co.	,

Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.		Dist. in Kils,	Stations.	Fares. 1st Cl. 2nd Cl. 3rd		3rd Cl.	
	DAIL	fr. c.	fr. c.	fr. c.		77-0	fr. c.	fr. c.	îr. c.
	Bâle				ľ	Zofingen	_	_	_
l —	Muttenz	_	— '	-		Reiden	-	_	
9.	Pratteln	1 00	0 70	0 50	56	Dagmersellen	6 60	4 60	3 35
<u> </u>	NSchönthal	I — .	_		_	Nebikon	_	_	_
15	Liestal	1 65	1 15	0 80	_	Wauwyl	_	_	_
i —	Lausen		_		70	Sursee	8 00	5 55	4 05
<b>—</b>	Sissach	l —			_	Nottwyl	_	_	_
26	Sommerau	2 40	1 75	1 40	79	Sempach	9 05	6 30	4 55
	Läufelfingen	l — 1	- 1	-	<b>—</b>	Rothenburg		l — ,	_
40	Olten	4 30	3 00	2 15	_	Emmenbrücke	_	_ '	_
44	Aarburg	4 75	3 30	2 40	95	Lucerne	10 65	7 45	5 35

Leave Central Station. The line runs to right, leaving valley of the Rhine, entering the Jura mountains, and following left bank of the Ergolz. Beyond the long tunnel of Hauenstein, the ruin of Neu-Wartburg is observable; and on the right, some of the heights of the Bernese Oberland become visible. Crossing the river Aar, the rail ascends on the right bank to

Olten Station (junction for Berne, Neuchâtel, Zurich, etc.), 25 miles from Bâle. Among the things not generally known to English travellers is an item of some importance to hungry people. The sandwiches supplied at the Olten Buffet are favourably reputed for the excellence of their quality. They are always carefully prepared with the best and freshest materials, and are in considerable demand.

From Olten the train proceeds by Aarburg, Zofingen, Sursee, and lake and town of Sempach, with romantic views of the Bernese

## BÂLE AND CONNECTING RAILWAYS.



Alps, the Jungfrau, the Mönch, the Eiger, and the Altels mountains. After Sempach, the peaks of the Rigi and Pilatus are seen rising from the Lake of the Four Cantons; and the line, passing along by the bright waters of the Reuss, and through the tunnel of the Gibraltar Hill, emerges at the station of

Lucerne.	(See	page	83.)
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#### NEUHAUSEN (DACHSEN) TO ZURICH.

(By Rail, 31 miles.)

Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.		1		Dist. in Kils.	Stations.	lst Cl.	Fares. 2nd Cl.	3rd Cl.
	Dachsen	fr. c.	fr. c.    1 90	fr. c.	_ _ _ _ _ 51	Kemptthal Effretikon Dietlikon Wallisellen Oerlikon Zurich	fr. c.	fr. c.    3 85	tr. c. - - - - - 2 75	

The traveller arriving by the Black Forest line will probably make the village of Neuhausen his resting-place on entering Switzerland.

#### NEUHAUSEN

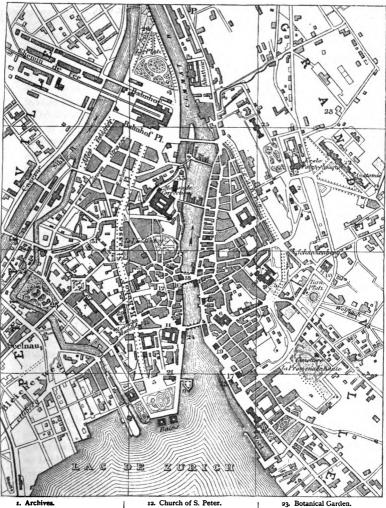
is the best point of stoppage for visiting the Falls of the Rhine; for which reason the tourist will do well to pass Schaffhausen (if bound for Zurich or Lucerne), and remain for the night at one of the undermentioned Neuhausen

Hotels.—Bellevue, near the Falls: Gaze's and Caygill's coupons accepted. The Schweizerhof: Cook's coupons accepted.

The Railway Station (for arrival) is at Neuhausen, on the right bank of the river; and the most convenient station for departure will be Dachsen, on the left bank, on the Swiss line.

The Falls of the Rhine are very imposing. The water comes down in three divisions, over an irregular rocky formation from 50 to 60 feet high. The river above is about 370 feet wide, and the volume of water precipitated is the largest in Europe. Best seen in June and July, being much increased by the melting of the snow. The falls may be seen from the central rock, reached by boat from the Schlösschen Wörth. Fare, 3 francs for one or two persons; 1 franc per person for an additional number. The boatman expects a pour-boire.

#### ZURICH.



- 2. Asylum for Blind and Dumb.
- 3. Baugarten.
- 4. Town Library.
- Casino.
- 6. Cathedral.
- 7. Caserne.
- 8. Meat Market.
- 9. Steamboat Station.
- 10. Cantonal School. 11. Frau Münster Church.

- 13. Augustinian Church.
- 14. Hotel Baur au Lac.
- 15. Hotel Bellevue.
- 16. Hotel Storch.
- 17. Zuricher Hof.
- 18. Hotel Schwert.
- 19. Hotel du Lac.
- 20. Hotel Sonne.
- 21. Hotel de Ville. 22. Cantonal Hospital.

- 24. Kaufhaus.
- 25. Asylum for Aged Poor.
- 26. Gessner's Monument.
- 27. Museum.
  - 28. Observatory.
- 29. Post Office.
- 30. Theatre.
- 31. Tomb of Lavater. 32. University.
- 33. Orphan Asylum.

The Schloss Laufen.—Situated on a rock above the Falls, on the left bank. Entrance to the grounds, one franc. From the balcony and pavilion a magnificent view may be obtained.

On leaving Neuhausen for Zurich and Lucerne, there is no necessity to take Schaffhausen as the starting-point. The train calls at Dachsen, about one mile south of the Falls, and proceeds via Marthalen, with pleasant peeps of the river, and the prospect of the valley of Andelfingen, until, by a wide curve, it reaches the station of Andelfingen, over a long iron bridge crossing the Thur. The route is continued by the picturesque vineyards of Neftenbach to the wide valley of the Töss; and the train arrives at

Winterthur Junction. Leaving Winterthur, the railway crosses the Töss—ruin of *Hoch-Wilflingen* on hill to the right—and proceeds by the stations Kemptthal, Effretikon, and Dietlikon, with good views of the Glarus Alps, to Wallisellen; thence crossing the Glatt, to Oerlikon, through the Käferberg tunnel, and over the Limmat and the Sihl, to

ZURICH, (STH

picturesquely situated on the north-west extremity of the lake which bears its name. The most thriving town in Switzerland, as well as the centre of the literary culture of the country. It is divided by the Limmat into the Grosse-Stadt to the right and the Kleine-Stadt to the left.

Hotels.—Züricherhof, near the lake: Gaze's coupons accepted. Bellevue, near the lake: Cook's coupons accepted. Baur-au-Lac and National, near railway station: Caygill's coupons taken. Storch, etc.

For beautiful views of the surrounding scenery, the lake, and the mountains, visit the *Hohe Promenade*, the *Bauschanze Island*, and the terrace fronting the *Polytechnic*. There are to be seen in Zurich

The Gross-Münster.—Romanesque in style. Built in the eleventh century. The ornaments which encumber the towers were added in 1779. Charlemagne is mounted on a niche on the western tower, with his gilded sword and crown. Notice, in choir, the large and handsome stained-glass windows, respectively representing Christ, St. Peter, and St. Paul. Near to the church is the

Münster Bridge, the high level of which commands grand views.
Close at hand is the

Town Library (admission, one franc).—It contains about 50,000





volumes, besides many valuable manuscripts, comprising letters of Lady Jane Grey, Frederick the Great, and the early reformers. Zwingli's Greek Bible, with his own annotations, may also be seen. The fine model of Switzerland, in relief, by Müller, is worthy attention. In the same building there is an antiquarian collection of relics from the ancient Swiss lake-villages, consisting of bone and stone implements, as used in Central Europe previous to the knowledge of metals.

The Arsenal contains, among other objects of interest, Zwingli's battle-axe, helmet, and sword. Tell's cross-bow—stated to be the veritable article used in shooting the apple—is also shown.

The Botanical Gardens, St. Ann's Churchyard, containing Lavater's grave, the Augustine Church, the Polytechnic School, and the University of Zurich can be visited en passant.

#### THE ASCENT OF THE UETLIBERG.

(5 miles from Zurich.)

Take train at Selnau, near the Botanical Gardens, on the southwest of Zurich. The rail crosses the Sihl, and ascends from the station of Wiedikon. Fine views of Zurich and the Limmat valley en route. After the station of Waldegg, the rail curves round the final slope and attains the summit terminus. This mountain railway—5½ miles in length—is constructed in ordinary fashion, but the trains are pushed upwards by engines in the rear. The ascent is accomplished in half an hour. Near the station is the Hôtel Uetliberg: Caygill's and Gaze's coupons accepted.

The Uetliberg, the most northern point of the Albis mountains, stands at an elevation of 1,523 feet above the Lake of Zurich, and 2,864 above the sea-level. The panorama of the surrounding view comprehends the Lake of Zurich and the valley of the Limmat; many of the heights of the Bernese Oberland; the Rigi, Pilatus, Stockhorn, and Jungfrau mountains; with the Jura range to the west and the Black Forest to the north. The ascent makes a most delightful and inexpensive excursion from Zurich (return ticket, 3 francs), and, like Virtue, will prove its own reward.

#### LAKE OF ZURICH.

Twenty-six miles in length and  $2\frac{1}{2}$  in width. Steamers ply on the lake between Zurich and Rapperswyl, beyond which point rail should be taken. The principal steamboat stations are as follows:—

On the west and south bank—Wollishofen, Rüschlikon, Thalwyl, Horgen (diligence daily to Zug), Wädenswyl, and Richterswyl.

On the north and east bank—Neumünster, Küssnacht, Meilen, Stafa, and Rapperswyl. This last place is connected with Hurden, on the opposite side of the lake, by a viaduct (Seedamm) more than half a mile in length, with bridges and openings for the use of boats. It carries a railway, carriage road, and footpath from side to side, and commands a fine view. The eastern end of the lake, beyond the viaduct, is called the Ober-See. The water here is shallower than in the larger part, and in winter becomes entirely frozen over, making a grand skating resort, several miles in extent.

#### ZURICH TO EINSIEDELN.

-	(R <sub>21</sub>	Rail	251	miles.	١
. 1	(Dy	nuu.	WU 75	muces.	,

Dist. in Kils.	Stations.	1st Cl.	Fares. 2nd Cl.	3rd C1.	Dist. in Kils,	Stations.	1st Cl.	Fares, 2nd Cl.	3rd C1.
5 8 10 12 14	Zurich	fr. c.	fr. c.	fr. c.	85	Au	fr. c	fr. c	fr. c. - 1 25 - - 2 40 2 75

The railway runs from Zurich, on the south bank of the lake, affording beautiful views, onwards from Wollishofen (take left side of carriage), 15½ miles, to Wädenswyl. The journey can be taken by lake steamer to this point if so preferred. From Wädenswyl the line inclines southward, leaving the lake (see ruins of Alt-Wüdenswyl, on an eminence to the right), gradually ascending by stations Burghalden and Samstagern, and proceeds through a ravine to

Schindellegi (Hotel—Hirsch), 14 miles from Wädenswyl. The scene now is changed, and we arrive at a more wild and Alpine district. Skirting the slopes of the Hohe-Rhonen, and passing the confluence of the Alpbach and the Sihl, within sight of the Mythen (see page 74), the rail reaches, in four miles' distance, the station of

Biberbruck (Hotel—De la Poste). At this point the Biber river joins the stream of the Alpbach. The pyramid of the Köpfenstock

(6,250 feet) rises on the left. Over several viaducts, through various cuttings and one short tunnel, we arrive in due course at the station of

Einsiedeln, the terminal point of the railway,  $25\frac{1}{2}$  miles from Zurich.

#### EINSIEDELN

is pleasantly situated in a fertile valley of the Alpbach. Its chief attraction is

The Abbey of Einsiedeln, the most considerable ecclesiastical establishment in Switzerland. There are sixty priests and twenty monks of the order of St. Benedict, and the abbot enjoys the title of the Prince of Einsiedeln, and has much power in the district. Several times the building has been destroyed by fire; its present restoration dates from the early years of the last century; but its first foundation is stated to belong to the time of Charlemagne. The worthy St. Meinrad originally built his chapel on this spot; and his reputation increasing after his assassination, the abbey was erected as his perpetual memorial, and (so says tradition) received heavenly consecration direct, the Bishop of Constance being miraculously informed by angelic voices that his good offices had been superseded, A.D. 948. This remarkable instance of divine approval was confirmed by a bull of Pope Leo VIII., which inaugurated pilgrimages to the Monastery of Einsiedeln, and accorded full indulgence to faithful worshippers. Thousands of devout pilgrims from that time to this have rendered their homage and their gifts at the altar, and great wealth rapidly accumulated. In the unhappy days of the French Republican invasion, the abbey was sacked by the soldiers, and the best part of its treasures transferred to Paris. But the sacred image of the Virgin was rescued from profanation, and restored to the abbey by the pious care of the fathers five years later, when Catholic pilgrims again resumed their journeys to her shrine. These visitors average 160,000 annually, and great is the name, fame, and prestige of "Our Lady of the Hermits." On the occasion of the one thousandth anniversary of the foundation of the abbey, 1861, the King of Prussia and the Prince of Hohenzollern presented two costly paintings, their subjects being, The Presentation of the Sacred Image by the Abbess Hildegarde, and The Preaching of St. Meinrad on the Etzel.

The Abbey is 445 feet long, and the church, with its two light towers, occupies 95 feet of the space. Its entrance is adorned by the statues of two of its imperial benefactors, Henry II. and Otho I., who stand right and left respectively. The interior contains the Black

Marble Chapel of "Our Lady," with the small figure of Virgin and Child richly crowned and bejewelled, seen through a grating. Paintings by Kraus in side chapel and choir; also pictures of ecclesiastical history in the private chapel of the abbot.

Near the church stands a black marble fountain, bearing the statue of the Virgin, and the pilgrims invariably drink from the holy streams of the same, which are supplied from fourteen openings.

The church is approached by semicircular Arcades, well stocked with rosaries, missals, crucifixes, and other articles of ecclesiastical vertu, which are eagerly purchased, and a large industry is thus created. Many hundreds of workmen are employed to supply the great demand for engravings and religious souvenirs at Benziger's Library, where a grand and thriving trade is carried on.

Einsiedeln is composed mainly of inns, good, bad, and indifferent, providing accommodation for the many pilgrims hitherward resorting.

Hotels.—Du Paon: Cook's coupons accepted. Sonne; Adler; Drei Könige; and St. Catharina.

[The Herrenberg, an eminence of 3,650 feet, near the abbey, can be easily ascended. Fine view from the summit. The ascent to the Schönboden (3,525 feet) is also recommended, which can be included in a pleasant northward excursion to the Etzel Pass and Inn, about five miles from Einsiedeln. Opportunity can be taken at the same time for visiting the Chapel of St. Meinrad, on the Etzel, not far from the inn.]

#### EINSIEDELN TO BRUNNEN.

(19½ miles.)

By diligence, twice daily, in 4 hours. Or the journey may be made to Schwyz in 2\frac{3}{4} hours, thence by rail to any destination desired on the St. Gotthard Railway.

EINSIEDELN TO SCHWYZ AND BRUNNEN. (8 Places.)

Distance in	Stations.	Fares.	Fares,
Kilomètres.		Interior.	Coupé.
6 17, 4 26, 1 31, 2	Einsiedeln	francs. cents.  1 05 3 00 4 45 5 35	francs, cents.  1 40 3 90 5 80 6 95

The diligence road leads north-west 3 miles to

**Biberbruck**, thence turning southwards past the hamlet of *Altmatt*,  $4\frac{1}{2}$  miles to

Rothenthurm. Its red tower (from which the place is named) is part and parcel of its extensive fortifications—of more use in the good old times than now. Three miles to the west lies the picturesque Lake of the Egeri-See of historic interest. On the Morgarten slope, to the south-east of the lake, an important victory was gained by the inhabitants of the Forest Cantons over the Hapsburgers, under the command of Leopold of Austria, November 16th, 1315. A memorial chapel stands at the southern end of the lake.

Leaving Rothenthurm, the route ascends through the meadows, passing Biberegg (to the left), to the height of 3,120 feet, and thence comes down by numerous zigzags, overlooking the deep gorge of the Steinen-Aa. to

Sattel. (Hotels—Neue Krone and Alte Krone. The one on the main road, the other above it.) Divergence may here be made by diligence to Zug, in two hours, passing the Egeri-See. (See above.)

The road to Schwyz, the Schlagstrasse, crosses the river and proceeds onwards by the western slopes of the Hacken, with fine views of the Rigi, the Steinen valley, the Lake of Lowerz, and the scene of the Goldau disaster, 1806 (when a landslip of the Rossberg buried the village). At the village of Auf der Burg, four miles from Sattel, we come in sight of Schwyz and the Mythen, and in a distance of two miles arrive at the scattered town of

Schwyz,  $16\frac{1}{2}$  miles from Einsiedeln. (Hotels—Cheval Blanc, Gaze's coupons accepted; Rossli, Cook's coupons; and Hirsch.) This is the capital of the canton, picturesque in situation, on the lower slopes of the Great Mythe (6,245 feet) and the Little Mythe (5,960 feet) mountains. It contains a handsome Parish Church, more than a century old; Hôtel de Ville, with ancient carved ceiling and a magisterial portrait gallery. On an eminence above the town stands the Grammar School, once the Jesuit Monastery; and near it is the House of the Redings, with its conspicuous red towers and armorial bearings.

[Ascent of the Great Mythe can be made in four hours. Guide not required by experienced mountaineers. The summit commands a most beautiful and comprehensive prospect.]

The road from Schwyz to Brunnen, three miles, leads by Ingen-

bohl, with its nunnery and pilgrim church, and thence passes Ibach, at the entrance of the Muotta valley, to

Brunnen, on the eastern shore of the Lake of the Four Cantons. (See page 87.)

### ZURICH TO GLARUS AND LINTHTHAL

(By Rail, 52 miles.)

Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.			Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd		
13 — 18 25 28 — — — — 58	Zurich Thalwyl Oberrieden Horgen Wädenswyl Richterswyl Pfaffikon Lachen Siebnen (wangen) Reichenburg Bilten	fr. c.  1 30  1 80 2 50 2 80  5 80	fr. c. 0 95 - 1 30 1 75 2 00 4 10	fr. c. 0 65  0 90 1 25 1 40   2 90	- 62 - 69 - 73 85	Nieder et Oberurnen Näfels-Mollis. Netstall. Glarus. Ennenda Mitlödi. Schwanden. Nidfurn-Haslen Luchsingen. Diesbach. Rüti. Linththal	fr. c. 	fr. c. — 4 35 — 4 65 — 4 95 — — — 5 80	fr. c

The railway runs by the southern bank of the lake, via Wädenswyl and Lachen, to Ziegelbrücke (see page 102), 36 miles. The line hence turns southwards, immediately crossing the Linth Canal, and proceeding through the Glarner Unterland, in view of the Glärnisch and Wiggis mountains on the right, to

Nafels, where the line from Wesen (see page 102) also joins the route; a Roman Catholic village, with Capuchin monastery and handsome church. The village of *Mollis* is situated on the opposite bank of the Escher Canal. The *Rautispitz* may be ascended from Näfels, an excursion of about six hours. Beautiful view from summit, 7,495 feet in altitude. Two miles southward is the station of

Netstall, a considerable village lying at the foot of the Wiggis. The river Löntschbach here descends into the Linth.

Another 2 miles, and the train arrives at

Glarus.—At the Glarnerhof Gaze's coupons are accepted. This is the principal town of the canton (population, 5,280), and is surrounded by several imposing heights—the Wiggis, the Vorder-Glärnisch, the Schild, the Haus-stock, the Kärpfstock, and the Ruchi. The larger part of the town has been rebuilt since a destructive fire,

1861, and presents a good appearance. In the new church, built in Romanesque style, both Protestants and Roman Catholics are conveniently accommodated. The railway crosses the river to the *Ennenda* station, a large industrial village near Glarus, and proceeds 2 miles to

Mitlödi, where a splendid view of the Tödi and contiguous heights is obtained. Onwards, through the picturesque valley, with wooded

slopes and snowy peaks beyond, we arrive at

Schwanden, where the valleys of the Klein-Thal and the Gross-Thal join. Still following the course of the river, the line passes the Leuggelbach waterfall, and, near Betschwanden, the fine cascade of the Diesbach; proceeding through Rüti to

Linththal, the terminal point of the railway.

The Baths of Stachelberg, at a short distance, are situated near the Braunwaldberg, from which alkaline water, containing sulphur, is obtained. (Hotel—Des Bains de Stachelberg: Gaze's coupons available.)

Many mountain and glacier expeditions may be taken from this locality, which can be conveniently used as head-quarters for excursions in the Tödi district. Ascents of the Kammerstock, the Silberstock, the Grieselstock, the Gemsfayrenstock; and excursions to Pantenbrücke, Ueli-Alp, Sandalp, the Braunwald Alp, the Oberblegi See, and the Fätschbach Fall, can be made from Stachelberg.

## STACHELBERG TO FLÜELEN.

(By the Klausen Pass.)

A mule-path leads to Unterschächen, over the pass, in  $7\frac{1}{2}$  hours, thence by carriage road to Flüelen in 3 hours. Guide not required.

Leaving Stachelberg, the route proceeds for 2 miles by the southern bank of the *Linth* river, over the *Frutbach*, and ascends through the trees, passing near the *Fütschbach Cascade*. We now steadily mount upwards for 13 hours, climbing the *Frutberg*, and onwards to the dividing boundary wall of two cantons, Glarus and Uri. Passing the gate of separation, we arrive at the eastern entrance of the elevated pastoral valley of the

Urner-Boden, long and narrow, and dominated by the bold peaks of the *Orstock*, *Mitrenberge*, and *Jügernstöcke*, with the snowy heights of the *Clariden* (10,350 feet) rising conspicuously southward.

Traversing the valley by a gradual ascent, past the "Sonne" Inn, the path conducts, in about an hour, to the hamlet of Spitelriiti ("Tell"

Inn), and so onwards and upwards through the valley to the stony ascent of the Klausen Alp; attaining, in 2 hours, the summit of the

Klausen Pass (6,435 feet). The path now makes the gradual descent of the *Balmalp*, within sight of the southward heights of the *Grosse Scheerhorn* (10,815 feet). Keeping to the left, we reach a mountain ravine leading to the *Balmwand*, and make rapid descent by a winding and rocky pathway to the

Schächenthal. Arriving at the welcome shelter of the Hötel Stäubi (Aelpli Aesch)—altitude, 4,175 feet—the fine cascade of the Stäubi descending from the Gries Glacier, on the Scheerhorn, will be seen on the left. From this point the route traverses the picturesque valley of the Schächenthal, following the course of the Schächenbach. Passing the Chapel of St. Anna, on the opposite bank, we cross the turbulent stream, and arrive at

Unterschächen, I hour's walk down the valley. (Hotel—Klausen.) The village is situated near the entrance of the Brunni-Thal, 3,345 feet above the sea-level, with the snow-fields of the Grosse Ruchen (10,300 feet) gleaming in the distance. Eastward through the valley the carriage road descends to Ober and Unter Spiringen; and onwards by the hamlets of Witerschwanden and Trudelingen, 5 miles to the Schächenbach bridge, by which it crosses the river; 6 miles to Bürglen (see page 78); 7 miles to Altdorf (see page 167), on the St. Gotthard route; and, turning northward, 9½ miles to Flüelen, at the south-eastern extremity of the Lake of the Four Cantons. (See page 89.)

### ZURICH TO ROMANSHORN.

(By Rail, 51 miles.)

Dist. in Kils.	Stations.	1st Cl.	Fares. 2nd Cl.	3rd Cl.	Dist. in Kils.	Stations.	lst Cl.	Fares. 2nd Cl.	3rd Cl.
5 9 	Zurich. Oerlikon Wallisellen Dietlikon Effretikon Kemptthal Winterthur Wiesendangen Islikon Frauenfeld	fr. c.	fr. c.  0 65  1 25  2 00  3 15	fr. c.	 56  67  83	Felben	fr. c. - 5 84 - 7 00 - 8 65	fr. c. - 4 10 - 4 90 - 6 05	fr. c.  2 95 3 50 4 35

The railway crossing the Sihl makes a long winding ascent, and passes over the Limmat by a bridge, and under the Käferberg by a tunnel, to Oerlikon, and over the Glatt to Wallisellen. Past the stations of Dietlikon, Effretikon, and Kemptthal, the rail proceeds, crossing the stream of the Töss, to the junction-station of

Winterthur, 16 miles from Zurich (railway communication hence to Waldshut, Schaffhausen, Constance, and Rorschach). An important town, of 13,500 inhabitants, situated on the Eulach. (Hotels—Krone, Adler, Lion d'Or.) In mediæval times this town relinquished its freedom in favour of Austrian rule, but has since, for several centuries, belonged to Zurich. Its new Stadthaus and Town Library, on the Promenade, with exterior Statues of Zwingli, Gessner, and others, and interior collection of Roman relics, unearthed in the neighbourhood, comprise the general interests of the town. The railway now leads to the north-east, passing the stations of Wiesendangen and Islikon, to

Frauenfeld, capital of the Thurgau Canton, on the Murg river, 26 miles from Zurich. Population, 3,400—busy in the interests of the cotton trade. (Hotels—Schweizerhof, Faucon.) See picturesque ancient château, built on a neighbouring rock, dating from the eleventh century.

The rail proceeds eastwards, passing Felben, Müllheim (crossing the river Thur by covered bridge), Märstetten, Weinfelden (with castle on the Ottenberg, to the left), Bürglen, Sulgen, Erlen, and Amriswyl, to

Romanshorn, on the Lake of Constance, whence the traveller may proceed by steamboat to Friedrichshafen, Lindau, etc. (For Hotels, see page 109.)

### ZURICH TO ST. GALLEN AND RORSCHACH.

(By Rail, 60 miles.)

From Zurich to Winterthur, 16 miles. (See preceding route.)

Dist. in Kils.	Stations.		from Z 2nd Cl.		Dist. in Kils.	Stations.		from Zi 2nd Cl.	1
27    56  65	Winterthur Räterschen Elgg Aadorf Eschlikon Sirnach Wyl Schwarzenbach Utzwyl	fr. c. — — — — — — — 5 80 — 6 80	fr. c. — — — — — — — 4 15 — 4 85	tr. c	- - - 95 - - 99	Flawyl	fr. c.   8 90  10 30	fr. c. - - 6 30 - 7 25	fr. c.   4 50  5 20

The journey is continued eastward, the route being comparatively uninteresting for some distance. Stations: Räterschen, Elgg (with fine old castle), Aadorf, Eschlikon, Sirnach, Wyl (here are several monastic establishments), Utzwyl, Flawyl (considerable industrial village), Gossau, Winkeln, and Bruggen; and over the deep valley of the Sitter, crossing a long and lofty bridge of iron, to

St. Gallen, a large industrial town (population, 21,200), situated at a considerable elevation. This town and the canton of which it is the capital are named from St. Gallus, the founder of the old Benedictine Abbey, dating from the seventh century. The Abbey Library contains some very old and rare manuscripts; and the Abbey Church, restored during the last century, contains handsome carved stalls and fine frescoes. The Protestant Church of St. Lawrence, near at hand, is of more recent rebuilding. The Museum, Town Library (with manuscripts of the Reformation era), Picture Gallery, Cabinet of Reliefs, asylums, and other public buildings, may be visited. Hotels—Hirsch, Linde, Hecht, Stieger.

[A pleasant day's carriage excursion can be taken to Appenzell and Weissbad, returning to St. Gallen. From Weissbad many interesting excursions may be made, for the ascent of the Sentis (8,216 feet), the Ebenalp, and other mountains. A visit to the

Wildkirchli is recommended—the old *Hermitage* and *Chapel of St. Michael*, built in a grotto in the rocks of the Ebenalp. On Michaelmas Day special services are here performed for the edification of numerous attending visitors.]

Descending to Rorschach, the railway proceeds by many cuttings and embankments, with frequent views of the Lake of Constance; passes the stations St. Fiden and Mörschwyl; and crosses the valley of the Goldach beyond, by a lofty stone bridge, to the first station at Rorschach, half a mile distant from the town, and onwards to the terminus on the Quay at

Rorschach. Rail hence to Constance or Coire. Steamboat on Lake Constance to Lindau and Bregenz. (See page 109.)

### WINTERTHUR TO BUCHS.

(By the Toggenburg, 58 miles.)

By train to Wyl (see foregoing route), thence by southward divergence for the Toggenburg route, through the Thur valley. Rail to

Ebnat, 15½ miles (fares from Wyl, 4 fr. 5 c. second class; 2 fr. 90 c. third class); and by diligence, 24 miles to Buchs, joining the Coire Railway, in the valley of the Rhine.

This district is historically interesting as the scene of the Toggenburg War between Protestants and Catholics, in the beginning of the eighteenth century, which resulted in the full establishment of Protestant rights and liberties, which had been previously infringed by the abbots of St. Gallen.

The railway from Wyl leads by Batzenheid,—see Jonswyl Church opposite,—the long and elevated Guggerloch viaduct near Lütisburg, passing stations Bütschwyl, Dietfurt, and ruins of Neu Toggenberg (on opposite side of river) to

Lichtensteig, a city set on a hill. Thence by Wattwyl, with its neighbouring nunnery and ruins of Yberg, to

Ebnat-Kappel (Hotels—Stern and Traube), the railway terminus, and about one mile north-west of

Ebnat (Hotels—Sonne, Krone, and Rosenbühl). Here the diligence service commences.

EBNAT TO BUCHS. (Four Places.)

From 1st June to 15th October.

Distance in Kilomètres.	Stations.	Fares.			
		Francs.	Centa		
	Ebnat				
7, 8	Nesslau	1	05		
16, 5	Alt St. Johann	2	35		
21, 8	Wildhaus	8	10		
86, 8	Buchs	5	20		

The road, affording views of the Sentis to the north, and of the Churfirsten range southward, proceeds by the right bank of the Thur, and over the Sprung natural bridge to Neu St. Johann, with Benedictine abbey, and to Nesslau.

Passing the Weisse Thur Fall, and through the villages of Stein and Starkenbach, the diligence traverses the valley to Alt St. Johann and Unterwasser, thence ascending to

Wildhaus, a village overshadowed by the Schafberg (7,820 feet), and the birthplace of the reformer Zwingli. The veritable wooden house, four hundred years old, in which he was born stands on the right previous to entering the main village. The Catholic church of

Wildhaus is built between the Rhine and Thur rivers, and its roof impartially contributes, in rainy weather, to the streams of both. At a short distance from the village a grand view of the seven bare peaks of the Churfirsten is obtained—the Leistkamm, Selun, Frümsel, Brisi, Zustoll, Scheibenstoll, and Hinterruck—rising to an average height of 7,000 feet and upwards. Ascent of the Sentis (8,216 feet) may hence be made. Guide necessary.

We now proceed by a descending route, five miles to Gams, thence diverging southwards, by Grabs and Werdenberg, we arrive at

Buchs, 39½ miles from Wyl, a station on the Rhine Valley Railway, whence the journey may be continued to Ragatz and Coire.

### ZURICH TO LUCERNE.

(By Rail, 36 miles.)

Dist. in Kils.	Stations.	1st Cl.	Fares. 2nd Cl.	3rd Cl.	Dist. in Kils.	Stations.	1stCl.	Fares. 2nd Cl.	3rd Cl.
		fr. c.	fr. c.	fr. c.			fr. c.	fr. c.	fr. c.
l	Zurich	!	1	1 1		Knonau	! —	-	<b>—</b>
l —	Altstetten	i —	i —	-	39	Zug	4 05	2 85	2 05
l —	Urdorf	-	l —	. —	_	Cham	-	_	_
-	Birmensdorf	l —	i —		44	Rothkreuz	5 20	3 65	2 60
18	Bonstetten	2 00	1 40	1 00	48	Gisikon	5 55	3 90	2 75
22	Hedingen	2 40	1 70	1 20	58	Ebikon	6 15	4 30	3 10
25	Affoltern	2 60	1 85	1 30	61	Lucerne	7 00	4 90	3 50
29	Mettmenstetten	3 05	2 15	1 50					

Leaving Zurich, and curving by the Uetliberg, the train ascends to the tunnel of the Ettenberg, after which the Bernese Alps, Pilatus, and, further on, the Engelberg Alps and the Titlis, come into view. Passing eight stations, and crossing the Lorze, 24 miles of the journey are accomplished on arrival at

Zug (4,800 in population), the capital of the smallest canton in Switzerland, beautifully situated on the Lake of Zug. It contains six churches, six chapels, an arsenal, and a hospital. Fine view from quay. (Hotel—Du Cerf: Gaze's and Cook's coupons accepted.)

From Zug the railway journey is continued by the north bank of lake, crossing and recrossing the Lorze near Cham. Grand mountain survey. Beyond Rothkreuz Junction the train arrives at Gisikon and at Ebikon, in the valley of the Reuss. Comprehensive view of

Rigi. Skirting the little lake of the Roth-See, the line crosses the Reuss, and, connecting with the Swiss Central Railway, passes beneath the Gibraltar Hill, to the station at

Lucerne. (See page 83.)

Another route from Zug to Lucerne (cost, 16 frs.), comprising the Ascent of the Rigi, is recommended, as follows:—

By steamboat (three times daily), 9 miles, to Arth—one hour (fare, 1 fr. 75 c.)—by the picturesque and beautifully wooded slopes of the lake, with the Rigi mountain rising grandly on the south.

Down Fare.	Stations.	Up Fare.	Up Fare.	Stations.	Down Fare.
Rigi-Kulm to 7 7 17	Arth. Goldau. Kräbel. Fruttli(Bif). Rigi-Klösterli, Rigi-First Rigi-Staffel. Rigi-Kulm.	Arth to SRigi - Kulm. From	Vitznau to 2 2 if Rigi-Kulm. 5 00 :0	Rigi-Kulm Rigi-Staffel Rigi-Staffelhöhe Rigi-Kaltbad Romiti-Felsenthor Freibergen	Rigi-Kulm to } & S Vitzman. } # 80

THE RIGI RAILWAY-ARTH TO VITZNAU.

From the station at Arth the line ascends to Ober Arth, where the system of the Rigi Railway commences. Through a tunnel the train reaches Goldau, and, crossing the Schwyz Road, curves to the west, and ascends by a more decided gradient. Passing the Rothenfluh tunnel, the line reaches the Fruttli station, and, 500 feet higher, the station of Klösterli. Another 1,000 feet, and the Rigi-Staffel (with grand views) is attained, from which point the rail ascends rapidly on the north side of the mountain to the Rigi-Kulm. Hotels—Rigi-Kulm and Schrieber: Gaze's and Cook's coupons accepted.

The Summit of the Rigi is 5,906 feet in height. The view from this point is most grand and comprehensive. The great range of snow-clad peaks ranging from the east, the lofty Alps of the Bernese Oberland, and the chain of the Jura mountains to the west, with all the wide expanse encircled by this grand horizon, comprising many lesser heights and nearer summits, form a sublime prospect glorious to behold. The lower landscape adds its varied interest to this magnificent scene. Rivers, lakes, and towns (clusters of toy-houses in the distance) lying in peaceful valleys, and broad fertile plains, in



9,252 feet.

et.

charming contrast to the grandeur of the mountain world by which they are surrounded, serve to increase the entire effect of this most wonderful and enchanting panorama.

If the weather is clear, the traveller should remain over night on the Rigi, in order to enjoy the effect of sunrise as seen here. Visitors are roused half an hour previously, by the sounding of an Alpine horn, and, after a hasty toilet, assemble on the summit platform, watching for the golden flush in the eastern sky which foretells the advent of the sun. The cold, far-off mountain domes of snow become suffused with a soft roseate hue, and all the glorious landscape coyly reveals its several beauties, as the great source of light rises from the horizon "and broadens into boundless day."

The railway descends on the south side of the Rigi by the stations Rigi-Staffel, Staffelhöhe, Kaltbad, Romiti-Felsenthor, and Freibergen, to Vitznau. During the descent a curious optical illusion is experienced, which often seems to be incredible. All the trees and houses appear to be bent in a slanting direction. They are all standing awry, so that the chalets or cottages of the peasants seem to be tumbling down. It is the consequence of the steep inclination of the line.

The most interesting point of the road is the crossing of the deep ravine of the Schnurtobel—after the last station—by an elevated iron bridge, resting on two supporting pillars, previous to the passage of a tunnel through the projecting rock as the train descends to

Vitznau, a village picturesquely situated at the base of the mountain, by the side of the Lake of Lucerne. (Hotel—Rigibahn: Gaze's coupons accepted.) The station is close to the landing-place of the lake steamers. From Vitznau the commodious steamers of the lake run at stated intervals to Lucerne, calling at Weggis en route. The journey occupies one hour of very delightful travel, amidst exquisite surroundings of lake and mountain scenery. Note, on arrival at Lucerne, the steamer first stops at the Railway Quay, on south side; it afterwards crosses to the Schweizerhof Quay, in the neighbourhood of the best hotels of

# LUCERNE. YEGG - 'GGA

The Railway Station is on the South Quay, fronting the lake and commanding a beautiful general view of the town and its surroundings. Pilatus to the right, with the heights of the Bernese Oberland in the distance; the Rigi rising grandly, across the lake. The town is opposite, on the north side, with four bridges—two ancient and two modern—communicating, under which the brilliant current of the Reuss flows "darkly, beautifully blue."

Hotels. — The Schweizerhof and The Lucernerhof: Gaze's and Caygill's coupons accepted. Du Cygne: Cook's coupons accepted. Du Lion d'Or. National and Beaurivage, on the Küssnacht road; and Du St. Gotthard, near the station. These are all first-rate establishments. There are also several less expensive—namely, Hôtels de la Poste, Engel, Möhr, Krone, Wilder Mann, Weisses Rossli, and others.

The Kappelbrücke, the oldest of the two covered bridges, dates from the early part of the fourteenth century. It contains a series of curious triangular paintings—seventy-seven, as seen by passengers from the north side, are subjects of ecclesiastical history; and seventy-seven, as seen in the reverse direction, deal with the secular history of the Swiss Confederation.

The Mühlenbrücke, the second covered bridge, is near the Bâle Gate, and is more than three hundred years old. It is ornamented with thirty-four quaint paintings of "The Dance of Death," referred to in Longfellow's "Golden Legend:"—

" All that go to and fro must look upon it, Mindful of what they shall be."

The Church of St. Leger (the Hofkirche) stands in a prominent position, east of the Schweizerhof Quay—the principal promenade of Lucerne—dating from the early part of the sixteenth century, and restored in the seventeenth. The two spires render it conspicuous. The interior (Italian style) contains handsome carved stalls, elaborately ornamented altars, stained-glass windows, and a splendid organ, concerts on which are given during the summer evenings. Admission, 1 franc. In the cloistered arcades round the church are some fine frescoes and monuments. The curious sculptures on some of the ancient tombstones are worthy attention.

The Church of the Jesuits, near the Post Office, is a handsome edifice, containing relics of St. Nikolaus von der Flüe.

The Lion Monument, not far from the Church of St. Leger, is the most interesting attraction of Lucerne. This colossal sculpture is carved out of the solid rock, and represents a dying lion—pierced by a spear, the broken shaft of which remains in his side—protecting the shield of the Bourbons; 28 feet long, 18 feet high; commemorative of the heroism of the Swiss Guards, who fell defending the Tuileries in 1792. The work, designed by Thorwaldsen, is grandly impressive and effective.

The Rathhaus, the Glacier Garden, the Arsenal, and Alpine Museum can also be visited; but the special attraction of Lucerne lies mainly in its grand situation and most beautiful outlook. On the Schweizerhof Quay will be found an index to the grand semicircle of Alpine heights on view from this point, beyond the glorious azure of the lake, whose waters, clear as crystal, bathe the foundation of these "everlasting hills." Their names are indicated for easy reference on the engraved tablet above mentioned.

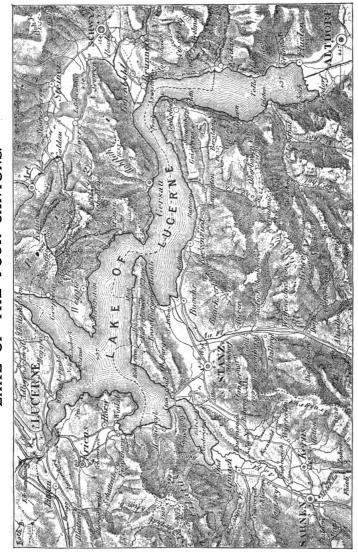
Stations.	lst Cl.	res. 2nd Cl.	Stations.	Fa 1st Cl.	res. 2nd Cl.
	fr. c.	fr. c.		fr. c.	fr. c.
Lucerne (Quay)		]	Gersau	2 80	1 40
Lucerne (Station)	_	<b> </b> -	Treib-Seelisberg	3 00	1 60
Hertenstein	-	_	Brunnen	3 40	1 70
Weggis	1 60	0.80	Sisikon	3 80	2 00
Vitznau (for the Rigi)	2 00	1 00	Tell's Platte		_
Buochs	2 40	1 20	Flüelen	4 50	2 30
Beckenried	2 40	1 20			

LAKE OF LUCERNE.

The Vierwaldstätter See, or Lake of the Four Cantons, is the most beautiful in Switzerland, surrounded by magnificent mountain scenery and woodland loveliness. It is about twenty-three miles long, and from one to two miles broad. It has four arms or bays—Lucerne to the left; Brunnen and Lake of Uri, to the right; and Küssnacht and Alpnach, north and south respectively. The water is wonderfully transparent, and rich ultramarine in colour.

The Steamboats, starting from Lucerne, make the tour of the lake—leaving first the Schweizerhof Quay, and ten minutes later the Railway Quay. For travellers who do not intend taking the St. Gotthard for the journey beyond Flüelen, a trip on the lake to that point, returning to Lucerne, may be recommended. The ascent of the Rigi from Vitznau may be included. Such a trip is referred to by Mark Twain as being "almost the perfection of pleasuring."

Leaving Lucerne, a fine view of the town and neighbourhood presents itself, and a grand mountain panorama is disclosed. The Rigi rises on the left, Pilatus on the right; left of which gradually come



into view the peaks of the Jungfrau, the Eiger, Mönch, and Schreckhorn.

Small promontory of Meggenhorn and island of Altstadt—left; passing which, and crossing the bay of Küssnacht, we reach Weggis, beyond the point of the Tanzenberg. (For those who desire to make the pedestrian ascent of the Rigi, Weggis will be the most convenient point for mounting.)

Vitznau is the next landing-place (station for the Rigi Railway). (See page 83.) The course of the rail, and the bridge across the ravine of the Schnurtobel, may be seen as the steamer approaches.

The journey is continued to Buochs, passing through the strait formed by a promontory from the Rigi on the one hand and the Bürgenstock on the other. These points are named the Nasen (noses), beyond which the Lake of Buochs opens out its picturesque expanse. On the right, above the village, are seen the Buochserhorn and the Stanzer-horn, rising to the height of 6,000 feet. Further onwards the steamer calls at Beckenried, on the same shore; a favourite resort for leisurely tourists, and convenient for diligence or carriage communication with Stans, Engelberg, Seelisberg, Brienz, etc.

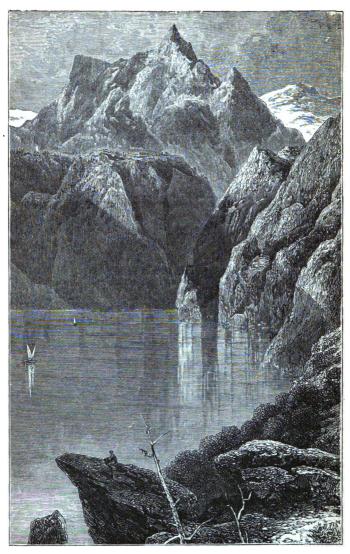
Crossing to the opposite side of the lake the steamer arrives at Gersau, an attractive village in a sheltered situation, favoured as a residence for invalids. Observe the Kindlinord Chapel, on the east, near the spot, marked by a black cross, where a poor fiddler killed his starving child.

Treib is the next steamboat station, at the foot of the Sonnenberg, and the landing-place for Seelisberg. Observe, in passing, the peaks of the Mythen, to the east, at whose base stands the capital town of

Schwyz, about three miles inland.

On the opposite side we now reach the important village of

Brunnen, a beautiful and suitable resting-place for those who may so desire. It is the port of the Canton Schwyz. Hotels—The Waldstätterhof: Caygill's and Gaze's coupons accepted. Hitel Adler: Cook's coupons accepted. There are also several good Pensions available for visitors making a stay of some duration in this locality. At the Hitel Axenfels, beautifully situated near Brunnen—reached from the pier by omnibus in less than an hour—Gaze's coupons are available.



LAKE OF URI.

Leaving Brunnen, the steamer enters the Lake of Uri, southward, where the great mountains rise in bold magnificence on the banks of the narrower waters, their snow-crowned summits piercing the clouds, which often veil their glory. Note, in passing, the pyramid of

The Mytenstein, on the west, 80 feet in height;—a monolith, "devised by Nature ten million years ago, against the day when a man worthy of it should need it for his monument. The time came at last; and now this grand remembrancer bears Schiller's name in huge letters upon its face."

Below Seelisberg is the small plateau of Rittli, 650 feet above the water, the scene of the memorable assembly of the Swiss patriots (1307), who bound themselves by oath to maintain their independence against Austrian oppression. The spot belongs to the Confederation, purchased by public subscription, and is held as sacred property. The next station is

Tell's Platte. The landing-place is near to a ledge of rock at the foot of the Axenberg, which ledge is the traditionary point where Tell escaped from the hands of Gessler. Above the Platte stands Tell's Chapel, in a romantic position. This chapel has been recently rebuilt, and contains fine fresco paintings by Stückelberg, an artist of Bâle. Landing from the steamer, take first path to the right. On the Sunday following Ascension day a patriotic service is here held—Mass performed and sermon for the occasion. This demonstration is always largely attended, and the various arriving boats are gaily decorated.

Beyond Tell's Chapel the grand Axen-Strasse pierces the projecting cliff of the Axenberg by a tunnel high above the level of the lake. It is the new road from Gersau and Brunnen to Flüelen, on the eastern shore, constructed 1865.

Passing southward from the chapel, Flüelen, the terminus of the journey, becomes visible. The scenery of this part of the lake is very grand, and between the peaks of the Uri-Rothstock, rising above the Isenthal, is a glacier, which may be seen from the lake; and, on the left, rises the castellated summit of the Gitschen, abruptly towering to the height of 8,330 feet. Beyond Flüelen appear the Bristenstock, and the Kleine and Grosse Windgelle.

Flüelen is the port of Uri, and the old starting-point for diligence by the St. Gotthard route. (See page 159.) Hotels—The Urnerhof (near the quay), and De l'Aigle (Caygill's coupons): Gaze's coupons accepted. Croix Blanche et Poste: Cook's coupons accepted.

### BÂLE TO NEUCHÂTEL.

(By the Münsterthal, 76 miles.)

Dist. in Kils.	Stations.	lst Cl.	Fares. 2nd Cl.	3rd Cl.	Dist. in Kils.	Stations.	Fares, 1st Cl. 2nd Cl. 3rd Cl			
 11  26  39   57 60	Bâle Mönchenstein Dornach-Arlesheim Aesch Grellingue Laufen Bärschwyl Liesberg Saugern Delémont Courrendlin Roche Moutier Court Sorvilier	fr. c.	fr. c.	tr. c.	80  95  102	Malleray-Bévilard Reconviller. Tavannes. Sonceboz La Hutte. Reuchenette Bienne. Douanne Ligerz Neuveville Landeron Cressier Cornaux St. Blaise Neuchatel	fr. c.	fr. c	fr. c	

Leaving Bâle (Central Station), the line diverges to the right, and crosses the Birs to station of Mönchenstein. Observe ruins on hills to the left. Following the course of the river the train arrives at Aesch; and soon after, traversing a tunnel beneath the castle of Angenstein, enters the Berne Canton.

Laufen, 14 miles from Bâle, is situated at the junction of the rivers Lützel and Birs. Through a contracted valley overhung with frowning rocks the stations of Bärschwyl, Liesberg, and Saugern are successively attained. At the last-mentioned point is the ruined Castle of Saugern. We now come to the important town of

**Delémont** (24 miles from Bâle), the junction for Porrentruy and Delle, the French frontier. It is an old and interesting town of 3,000 inhabitants, situated on the Sorne, with an ancient Episcopal chateau. Hotel—Du Faucon: Gaze's coupons accepted.

After proceeding over a level in the valley, the train enters

The Münsterthal, the grand and picturesque ravine of the Birs. The construction of the line through the valley is a good specimen of engineering skill, the railway being carried onwards by a series of viaducts and tunnels. Crossing the Birs by an elevated bridge the train reaches Münster, and, after passing through another romantic gorge and a long tunnel, arrives at

Court. Further on, Tavannes is reached, when the train passes beneath the *Pierre Pertuis*, by a tunnel nearly a mile in length. After Sonceboz, La Hutte, and Reuchenette, the line turns southwards, and follows the course of the Suze through the range of the Jura. Observe *Fall of the Suze* beyond the first tunnel to the right; also the ruined *Castle of Rondchâtel*. After two more tunnels, fine view of the Orvin valley, on the left; and, beyond the fourth tunnel, as the train leaves the ravine, a grand view of the cultivated plains of Bienne, and a distant sight of the Alps, including Mont Blanc, may be obtained. The railway now descends to the prosperous town of

Bienne (population 11,600), situated near the lake which bears its name. Fine avenues of trees, a mile in length, connect the environs with the north end of the lake and the suburb of Nidau, with its ancient château.

The Lake of Bienne is 9 miles in length and 2 miles in width.

There is a convenient tramway from the station into Bienne and to Nidau. The train now proceeds through pleasant vineyards, skirting the lake by the north-west, with fine views of the Savoy Alps, and soon arrives at the pleasant town of

Neuveville. On the Schlossberg, twenty minutes to the west, stand the ruins of a château. Fine views from the top. The railway leaves the lake near Landeron, and after the stations of Cressier, Cornaux, and St. Blaise, it passes the slope of the mountain and arrives at Neuchâtel.

For direct route hence, via Yverdon, to Lausanne, see page 93.

### NEUCHÂTEL,

the capital town of the Canton of Neuchâtel, is picturesquely situated in a natural amphitheatre, sloping upwards from the lake which bears its name. It is substantially built, cheerful, and cleanly in appearance, with fine open streets and handsome public edifices. Educational establishments abound, at which many English pupils attend. The wines of Neuchâtel are in good repute. A good "Swiss champagne" is here manufactured by Bouvier Frères at a very moderate cost. Watch-making is also a specialty of Neuchâtel.

Railway Station at north-east of the town—high level, and about a mile from the lake. Omnibus to the town, 30 centimes.

Hotels.—Du Faucon (centrally situated): Gaze's coupons accepted.

Grand Hötel du Lac (near lake): Cook's coupons accepted.

Bellevue.

Du Mont Blanc (first-class, near the lake).

The Church (Temple du Haut) stands in a conspicuous position. Dates from the twelfth century. See handsome Gothic monument in choir with fifteen figures, life-size. Erected 1372, by Count Louis; restored 1840. In front of the church stands the Statue of Farel the reformer, who lies buried here. The cloisters should be visited. Near at hand is

The Château, the seat of the government of the canton. Modern council-hall and handsome court-room, ornamented with various royal arms. The more ancient part of the building has been recently restored.

The Picture Gallery, in the *Hôtel Dupeyron*, north-east of the town, contains a fine collection (mostly modern) of Swiss paintings. Entrance, 50 centimes. Free on Sundays from 1 to 4.

The Musée Challande, in the adjoining building, consists of an interesting collection of Alpine animals, stuffed, worth visiting. Admission, one franc.

The College, a handsome modern building on the lake, contains a Museum of Natural History, Antiquities, etc., founded by Professor Agassiz. Admission, half franc; on Sundays and Thursdays, gratis.

The Promenade, skirting the lake, is a fine terrace, with rows of handsome trees. Notice the ingenious indicator, on semicircular brass plate, used for distinguishing the several mountains which may be seen in clear weather from this point. The outlook is very comprehensive, including the beautiful Lake of Neuchâtel, with the mountains of the Jura range, together with the more distant Alps of the Oberland and Savoy, with the snowy crest of Mont Blanc crowning the panorama.

Excursion to Chaux-de-Fonds and Le Locle recommended. Railway in  $2\frac{1}{2}$  hours, with grand views from the line ascending to Haut-Geneveys. Both these towns, situated at an elevation of upwards of 3,000 feet (as high as Snowdon), are important, and are largely connected with the watch-making interest of the country. If time can be afforded, the return journey from Le Locle to Neuchâtel can be made by diligence, in four hours, through the village of Les Ponts.

#### THE LAKE OF NEUCHÂTEL

is 25 miles long and 6 wide. Steamboats run between Neuchâtel and Morat and Estavayer, across the lake. It is much inferior to the Lakes of Zurich, Lucerne, and Geneva, for beauty of scenery and position, but commands a fine distant survey of the Alps. The out-

let of this lake has been recently enlarged, and its level has been lowered several feet in consequence.

Neuchâtel to Lausanne,  $47\frac{1}{2}$  miles by rail, via Auvernier, Colombier, Boudry (birth-place of Marat), over gorge of the Reuse to Bevaix and Yverdon (by the west bank of the lake), thence, via Cossonay, to Lausanne.

### BÂLE TO BERNE.

(Via Olten and Herzogenbuchsee, 66 miles.)

Dist. in Kils.	Stations.	1st Cl.	Fares. 2nd Cl.	3rd Cl.	Dist. in Kils.	Stations.	1st Cl.	3rd C1.	
9 	Båle Muttens Pratteln N. Schönthal Liestal Lausen Sissach Sommerau Läufelfingen Olten Aarburg Niederwyl	fr. c.  1 00  1 65  2 40  4 30 4 75	fr. c.	fr. c.	 68  85 88  100 107	Roggwyl Langenthal Butsberg Herrogenbuchese Riedwyl Wynigen Burgdorf Lyssach Hindelbank Schönbühl Zollikofen Berne	fr. c. — — — — — — — — — — — — — — — — — —	fr. c 5 10 - 6 40 6 60 8 05	fr. c.

From Bâle to Olten and Aarburg, 27 miles. (See page 64.) The line to Lucerne diverges at Aarburg, and the road to Berne is continued to the south-west, passing the stations of Niederwyl, Morgenthal, Roggwyl, Langenthal, and Butzberg, to

Herzogenbuchsee, 41½ miles from Bâle. Junction for Soleure, Bienne, etc. A town of 2,000 inhabitants. Train waits ten minutes. Farther stations, Riedwyl, Wynigen, Burgdorf (an important town—6,550 population), Lyssach, Hindelbank, Schönbühl, and Zollikofen (branch to Bienne). Between this last station and the capital the range of the Oberland Alps is seen in its entirety. Notice, in approaching Berne, the elevated bridge across the Aar, from which the view of the city and surroundings is striking and picturesque.

#### BERNE.

The city is built on an elevated peninsula, about a hundred feet above the river Aar, which almost surrounds it. The principal

#### BER'NE.



- 2. Arsenal.
- 3. Münze Terrace. 4. Town Library.
- 5. Caserne.
- 6. New Museum.
- 7. Cathedral.
- 8. Catholic Church. 9. French Church.
- 10. Nydeck Church. 11 Church of the Holy Ghost.

- 13. Bears Den.
- 14. Grand Hospital.
- 15. Hôpital de l'Isle.
- 16. The Bernerhof.
- 17. Hotel de la Couronne.
- 18. The Schweizerhof.
- The Mint.
- 20 Stifthaus.
- 21. Hotel de Ville. 22. House of Correction.

- 23. Orphan Asylum.
- 24. Corn Market.
- 25. Museum.
- 26. Observatory.
- 27. Federal Council Hall.
- 28. Cathedral Terrace.
- 29. Nydeck Bridge.
- 30. Post Office.
- 31. Theatre.
- 32. Clock Tower. 33. University.
- Digitized by Google

street, extending from the Morat Gate to the Nydeck Bridge, is nearly a mile long, with other thoroughfares running almost parallel to it, and connected by short transverse streets. The houses are principally built on arcades (*Lauben*), not unlike the rows in Chester, which form covered side-walks for foot-passengers, and are convenient in wet weather.

Railway Station at west end of town. It forms a cul de sac, all trains coming in and out alike, before diverging on their several routes.

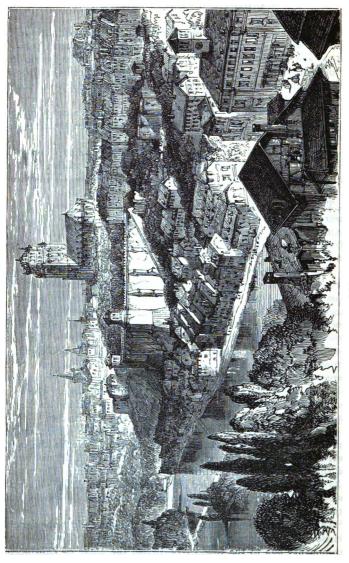
Hotels.—Pfistern (near Clock Tower): Gaze's coupons accepted. Du Faucon (Marktgasse) and Schweizerhof (near station): Caygill's coupons accepted. Bellevue (near the river): Cook's coupons accepted.

The Public Fountains of Berne are quaint and grotesque. One near the Clock Tower, in the Kornhaus-Platz, is noteworthy. It is named the Fountain of the Ogre, and bears the figure of a child-eater devouring a small boy, while other morsels of humanity are contained in his girdle and pockets.

The Clock Tower stands in the centre of the city, and always presents a great attraction to visitors. The mechanical clock, on the east side of the tower, is arranged to furnish the following performance:—When the bell strikes the hour, signal is given by a wooden cock, who crows and flaps his wings, three minutes in advance; a procession of bears circle round the figure of old Father Time; a buffoon in cap and bells strikes the hour on a gong; the cock again crows; and, as the great bell on the top of the tower is struck by a large stone figure with a hammer, and sounds its sonorous notes, the old man raises his sceptre and inverts the glass of time. The bear on his right helps to count by nodding his head, as if in complacent approval, and the cock has the last word of the performance.

The Münster, or Cathedral, is a handsome Gothic edifice, dating from the fifteenth century. Restored in 1850. Notice the open work and tracery of the roof, of different designs, and the sculptures of the western door representing the Final Judgment. The tower, 135 feet high, can be ascended on payment of a small fee. Door at west portal. The interior (admission, 30 centimes) is simple, but striking.

The Choir contains handsome carved stalls and old stained-glass windows. Grand organ, one of the finest in Europe. Two historical monuments, one to the founder of Berne, the Duke of Zähringen,



and the other to Friedrich von Steiger and his companions in arms, who were killed in battle with the French. Note especially the beauty of the Pietas, in white marble, representing the Entombment of Christ, and bearing an inscription—"To those Bernese who fell in the battle of 1798, for God and Fatherland, this monument of the greatest of all sacrifices is dedicated, as an everlasting memorial."

In the square, on the west front of the Münster, is a handsome modern bronze statue (equestrian) of Rudolph von Erlach, with corner bears on the pedestal. The bear forms the armorial bearings of the city, and the emblem is frequently recurring. Stone bears on the Morat Gate and the fountains, wooden bears on the clock, bronze bears on the monuments, and living bears in the Bärengraben. Bears here and bears everywhere, until the bare mention of the noble animal becomes unbearable!

The Münster-Platz.—A fine terrace, planted with overshadowing trees, and adorned with a bronze statue of Berthold von Zähringen; adjoining the cathedral, 110 feet above the river, from which a magnificent view of the Oberland Alps can be obtained. The snow-crowned heights of the Wetterhorn, Schreckhorn, Finsteraarhorn, the Eiger, the Jungfrau, the Blumlis Alp, the Niesen, the Stockhorn, and numerous other mountains, appear in majestic range, bounding the south-eastern landscape. At sunset, in fine weather, when the Alpglähen (glow of Alps) is produced by thin clouds veiling the western horizon, the mountain summits flush into roseate beauty, wondrous to behold, gradually changing to purple as the light fades upwards in the evening sky.

The Bears' Den, near the Nydeck Bridge, is at the east end of Berne. Here are kept some specimens of bears at the public expense, according to ancient usage; and very unwieldy and uncouth specimens they are.

The Museum of Natural History and Mineralogy, lately removed to a suitable building in the Waisenhaus-Strasse, contains, inter alia, the noble St. Bernard mastiff "Barry." He is stated to have saved fifteen persons from death. Admission, ½ franc. Picture Gallery in the Kunst Museum, in the same street. A collection of good modern paintings.

The Bundes-Rathhaus, or Federal Council-Hall, at the southwest end of the town, is a handsome modern building, 400 feet long and 170 wide, where are held the sittings of the legislative councils. It contains the various departments and public offices of State. The most extensive view obtainable in Berne may be enjoyed from the platform on the roof. Notice, in front of this edifice, the bronze *Statue of Berna*, its pedestal surrounded by figures representing the Seasons.

The University, Town Library, Catholic Church, High Level Bridge, and the Schünzli, on the opposite side of the Aar, can be visited.

### OLTEN TO LYSS, via SOLEURE.

(By Rail, 361 miles.)

Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.			Dist, in Kils.	Stations.	1st Cl.	Fares, 1st Cl. 2nd Cl. 3rd Cl.	
4 7 10 13 18 20 26 29	Olten	fr. c. 0 45 0 75 1 10 1 40 1 95 2 15 2 80 3 15	0 75	fr. c. 0 25 0 40 0 55 0 70 1 00 1 40 1 55	32 35 39 43 46 51 54 57 60	Luterbach Neu-Solothurn Lüsslingen Leuzingen Arch-Rüti Büren Dotzigen Busswyl Lyzs	fr. c. 3 45 3 80 — — — — — — — — — — — — — — — — — —	fr. a. 2 40 2 65 2 95 3 25 3 50 3 85 4 10 4 30 5 45	fr. c. 1 75 1 90 2 15 2 35 2 50 2 80 2 95 3 10 3 20

Olten. (Hotels—De la Couronne, Schweizerhof, Wyss, Halbmond.) Population, 4,000. Picturesque in situation on the banks of the Aar. An important junction station of the Centralbahn, for Bâle, Waldshut, Zurich, Bienne, Berne, Lucerne, etc. A traveller arriving at this station, if uncertain as to the destination of the carriage in which he is seated, should ascertain whether any change is necessary for the due completion of his journey. (See page 64.)

[The Wartburg Château, standing on an eminence (2,240 feet), about three miles eastward, may be visited in less than an hour from Olten. A fine panoramic survey of the distant Alps and the nearer surroundings will repay the pedestrian. There is a convenient restaurant for the refreshment of thirsty excursionists.]

Leaving Olten, the line proceeds in a south-western direction across the river, with grand views of the Alps to the left. Passing two stations, the train arrives at Egerkingen (three miles from the prettily-situated health-resort of Fridau, at an elevation on the Jura slopes; fine views and promenades, pure air and modern comforts;

diligence to and from the station twice daily), and onwards by two more stations to Niederbipp. Eastward stands the fine château of Oberbipp, of modern construction. The line crosses the Aar at Wangen, and, after two farther stations, we come within view of Soleure, with its conspicuous cathedral church, and, eastward, the wooded heights of the Weissenstein. Crossing the Grosse-Emme river, near its union with the Aar, we arrive at

Neu-Solothurn (Soleure). (Hotels—Couronne, Caygill's coupons taken; Aigle; Cerf; and Bargetzi.) Population, 7,550. The chief and cathedral town of the Canton Soleure, claiming ancient Roman origin. The Bishop of Bâle resides here. The Cathedral St. Ursus-Münster, rebuilt on an old foundation, is an imposing structure, cruciform and domed. The principal entrance is attained by a handsome flight of steps, on either side of which stands a fountain, surmounted by the statues of Moses and Gideon respectively. The ancient clock-tower (restored)—original erection antecedent to the Christian era—should be visited. It boasts a mechanical clock not unlike the old clock at Berne (page 95), and bears a Latin inscription relating to the antiquity of the town.

The Arsenal, near the Münster, contains an interesting collection of "the spoils of war," consisting of ancient armour and weapons, mostly foreign. There are also the Museum (Mineralogical), Public Library, and Art Collection, the latter containing paintings by the younger Holbein.

[Ascent of the Weissenstein (4,215 feet). An interesting pedestrian excursion from Soleure, occupying about three hours. Leave Soleure by the Bâle gate, and proceed in north-western direction. At the Villa Cartier, recognizable by its two towers, turn to the right, and through avenue (left) into the pleasant ravine of St. Verena. At the farther end, about half a mile onwards, see Hermitage of the Saint, with rock-hewn chapel opposite, and a restaurant beyond. Ascend (left) and turn (right) past a riven boulder of rock, onwards through the trees to the Inn, Base of the Weissenstein. Beyond ascend (left), and upwards by a winding path, through an intervening rocky ravine, and still upwards through the wood to the road overlooking the Nesselboden Alp, which conducts to the Kurhaus at the summit. The view is grand and comprehensive. The principal mountains of the Bernese Oberland, and the range of the higher Alps southward, including Mont Blanc, with many eastward peaks (the

Tödi, Titlis, Rigi, Pilatus, Sustenhorn, etc.), form a noble framing to the picture, in whose pastoral foreground repose the gleaming lakes of Neuchâtel, Bienne, and Morat, while the rivers of the Grosse-Emme and the Aar meander pleasantly through the bright landscape below.

Leaving Soleure, the rail leads eastward from the river, past Lüsslingen, again following its course near Arch-Rüti to Büren, at which town there is an ancient château. From this point it proceeds in view of the Aar, on the right, past Dotzigen to Busswyl, where the line unites with the Bienne and Berne Railway; and so onwards to

Lyss, 15 miles from Solothurn (Hotels—De la Gare and Cerf), a junction station for the Suisse-Occidentale route, via Payerne to Lausanne. (See page 114.)

# BÂLE TO COIRE.

(Via Zurich, 136 miles.)

#### BÂLE TO ZURICH.

Dist. in Kils.	Stations.	1st Cl.	Fares, 2nd Cl.	3rd Cl.	Dist. in Kils,	Stations.	ist Cl.	3rd Cl.	
- 8 - 17 - 30	Båle	fr. c. 1 00 1 65 - 3 15	fr. c.  0 70  1 05  2 20	fr. c. 0 50 0 70 - 1 60	58 62 67 —	Effingen	fr. c 6 05 6 50 7 00 8 25	fr. c.  4 25 4 55 4 90  5 80	fr. c.  8 05 8 25 3 55  4 15
42	Frick	4 40	3 10	2 20	86 90	Altstetten Zurich	9 00 9 40	6 30 6 60	4 50 4 75

From Bâle (Central Station) to Pratteln and Augst the train crosses the Ergolz and nears the Rhine, soon arriving at

Rheinfelden, an old town on the Rhine, with extensive salt-works (2,250 inhabitants). Walls and towers of the ancient fortifications still partially preserved. The river here forms the Höllenhaken rapids, as the foaming waters of the Rhine fret themselves on the rocks. Hotel—De la Couronne: Gaze's coupons accepted.

The rail now leaves the course of the river, passing Möhlin and Mumpf, returning again to the Rhine at Stein. It then proceeds to the south-east, passing the stations Eiken and Frick, through pleasant

vineyards to Hornussen and Effingen, the highest point of the road, and by a tunnel beneath the Bötzberg to Bötzenegg. In view of neighbouring vineyards and distant heights, the train arrives, by a long bridge over the Aar, at

Brugg, 36 miles from Bâle, a small, old-fashioned town (1,420 inhabitants), near to which three of the principal Swiss rivers—the Aar, the Reuss, and the Limmat—mingle their streams in one, and flow on together with united contribution, northward to the Rhine.

Crossing the Reuss, the journey is continued to Turgi Junction, and by the vineyards on the banks of the Limmat to the ancient town of

Baden, 42 miles from Bâle, with hot mineral springs. Celebrated from the time of the Romans, and largely patronized by modern invalids. Handsome Kursaal in the new Bahnhof-Strasse. Hotels—Hinterhof and Grand Hôtel de Bade: Cook's coupons accepted. Sommer: Gaze's coupons accepted.

Leaving Baden, the train passes, by a tunnel, under the ruined fortress of Stein zu Baden, and over the Limmat, to the village of Wettingen, with its old abbey (now a teachers' training-school) and church. Again crossing the Limmat, the rail follows its course on the left bank to Zurich, passing the stations Killwangen, Dietikon, Schlieren, and Altstetten.

Zurich, 56 miles from Bâle. (See page 68.)

#### ZURICH TO COIRE.

Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.			Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.		
6 -111 18 -18 18 -25 28 -40 44 50	Zurioh Enge (Zurich). Wollishofen. Bendilkon. Rüschlikon Thalwyl. Oberrieden. Horgen Au Wädenswyl. Richterswyl. Pfäffikon Lachen Siebnen (Wangen)	fr. c 0 60 - 1 10 1 30 - 2 50 2 80 4 40 5 00	fr. c.	fr. c.  0 30  0 55 0 65  0 90  1 25 1 40 2 200 2 250	110	Bilten	fr. c. 5 80 6 20 7 45 - 8 20 - 9 70 10 20 - 10 95 11 45 12 20	fr. c	fr. c. — 2 90 3 10 — 3 75 — 4 10 — 4 85 5 10 5 75 6 10

The railway, curving round Zurich and running under the Uetliberg line, approaches the Lake of Zurich (see page 75) at Enge, and follows the lake-side for nearly its entire length, until arrival at Lachen (views of lake to the left), passing stations Wollishofen, Bendlikon, Rüschlikon, Thalwyl, Oberrieden, Horgen, Au, Wädenswyl, Richterswyl (travellers will do well to take steamer from Zurich to this point, through-tickets being usually optional in this regard), and Pfäffikon. At

Lachen the rail leaves the lake to Siebnen-Wangen and Reichenburg. See the Untere and Obere Buchberg on the left; the Speer, near Wesen, in the distance; and the Glarus mountains on the right. After station of Bilten, and crossing the Linth Canal, the train arrives at

Ziegelbrücke, 36 miles from Zurich and 92 from Båle, the point of junction with the railway from Zurich via Rapperswyl.

[The route via Rapperswyl is  $6\frac{1}{2}$  miles longer from Zurich, and does not touch the lake excepting at its eastern end. Principal stations—Wallisellen, Schwerzenbach (near the little lake of the Greifensee), Uster, Bubikon, Ruti, Rapperswyl, Schmerikon, and Utznach.]

Three miles from Ziegelbrücke we arrive at the station of

Wesen—junction for Glarus and Linthal—pleasantly situated west of the beautiful Lake of Walenstadt. From this point the ascent of the Speer (6,417 feet) will repay the climber. Grand views of the lake and surroundings. Hotels—De l'Epée: Gaze's coupons accepted. Speer: Cook's coupons accepted.

Leaving Wesen, the rail is continued by the southern shore of the

Lake of Walenstadt, 9½ miles long, 1½ wide, and of immense depth. For grandeur and beauty this lake nearly rivals the scenery of the Lake of Lucerne. Its shores are surrounded by perpendicular and precipitous heights, and picturesque waterfalls, relieved at intervals on the south side by pastoral and woodland scenery. The train passes onwards through numerous tunnels, between which magnificent views may be had of the mountains and cataracts on the farther shore.

Passing the stations of Mühlehorn, with the Mürtschenstock rising grandly (8,000 feet) above the valley to the right, Murg, and Unterterzen, the train arrives at

Walenstadt, at the east end of the lake, from which point a view of its entire length from Wesen may be seen. By the stations of Flums and Mels, the journey is continued to

Sargans (junction for Rorschach, Romanshorn, and Constance), in the valley of the Rhine. A small and picturesque town at the foot of the Gonzen (6,014 feet), and commanded by an ancient château. (Hotel—*Thoma*, near station.) Three miles onwards we arrive at

Ragatz, situated on the Tamina, near its confluence with the Rhine. This is one of the most favourite tourist-points in the country, and, during the season, is throughd by thousands of visitors. The mineral waters of

The Bad-Pfäffers, more than 2 miles distant, are conveyed to the handsome bath-buildings and hotels of the village by a conduit 12,500 feet long, made of hollow pines. Thus Ragatz has become an important watering-place. In the Kurgarten an open and instrumental concert takes place daily, from the eastern promenade of which a pleasant view of the valley of the Rhine may be obtained. Hotels—The Schweizerhof: Gaze's coupons accepted. Quellenhof and Ragatz: Cook's coupons accepted. Tamina: Caygill's coupons accepted.

All who rest here should visit the romantic

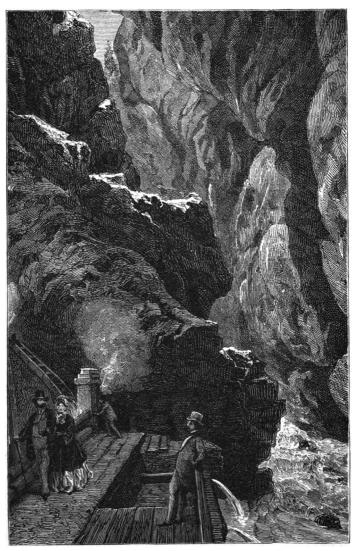
Gorge of Pfäffers,  $2\frac{1}{2}$  miles from Ragatz, one of the most picturesque scenes in Switzerland, where the old baths are situated between precipitous rocks above the glacier-torrent of the Tamina. The gorge is passed by a wooden gallery above the torrent, and flanked by overhanging rocks nearly 1,000 feet in height. Admission to the gorge and baths, 1 franc.

Leaving Ragatz, the rail crosses the Rhine to Mayenfeld, an old and prosperous little town of 1,200 inhabitants. Notice the *Tower*, fitted up as a modern restaurant; supposed to date from the fourth century. On the right is the ruin of *Wartenstein* and the *Abbey of* 

Pfäffers. The station of

Landquart is next reached, in the Canton of the Grisons. The starting-point for the diligences for Davos-Platz, Schuls, and Tarasp, by the Prattigau route. (Hotel—Landquart.) Hence, through fertile districts, to Zizers. On the right see the ruins of the Liechenstein, Haldenstein, and Krottenstein Castles. And so onwards to the terminus at

Coire. (See page 109.)



GORGE OF PFÄFFERS.

# BÂLE TO WALDSHUT AND SCHAFFHAUSEN.

(By)	Rail	<i>35</i>	and	<b>5</b> 9	miles.	)
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Dist. in Kils,	Stations.	Fares, 1st Cl. 2nd Cl. 3rd Cl.			Dist. in Kila.	Stations.	1st Cl.	Fares. 2nd Cl.	3rd Cl.
16  33 42  56	Båle Bei-Rheinfelden Brennet Säckingen Laufenburg Albbruck Waldshut Thiengen	fr. c.  1 65 3 40 4 25 5 65	fr. c.  1 05 2 25 2 90 3 75	fr. c. 0 70 1 50 1 90 2 50		Oberisuchringen Griessen Erzingen Neunkirch Beringen Neuhausen Schaff hausen	fr. c. 7 25  8 25  9 25 9 50	fr. c. 4 90 5 50 6 15 6 40	fr. c. 8 15  3 50  4 00 4 15

Travellers in this direction will leave Bâle from the Baden Station in Klein-Basel, north of the Rhine (see page 61), proceeding by the Baden Railway south of the Black Forest, passing stations Grenzach, Wyhlen, and Herthen, to

Bei-Rheinfelden, opposite the town of Rheinfelden, on the south side of the river (see page 100), which here runs torrent-like over its bed of rocks. Intermediate stations—Beuggen (with large reformatory and school), Niederschwörstadt, and Brennet, to

Sackingen, a large town, with an ancient abbey church (once a nunnery), 20 miles from Bâle. Passing Murg, we reach

Klein-Laufenburg, divided by the Rhine from the picturesque town of *Laufenburg*, with its castled ruins, ancient watch-towers, handsome church, and foaming cataract.

Through a long tunnel and over an elevated viaduct, passing the stations of Albert-Hauenstein, Albbruck, and Dogern, the rail proceeds to

Waldshut, 35 miles from Bâle, situated high above the river, on the borders of the Black Forest. An important railway junction to Winterthur, Turgi, Zurich, etc. There are interesting walks in the neighbourhood; but the town itself, consisting mainly of one long street, is unattractive. (An excursion can be made to Höchenschwand, 10 miles away, in the Black Forest, lying at a considerable elevation, and commanding a fine Alpine view.) Hotel—Schützle, near station. Leaving Waldshut, the train runs through a tunnel, and, with

Leaving Waldshut, the train runs through a tunnel, and, with some brief views of the Alps to the right, proceeds for the next hour, crossing the Schlucht and the Wutach (see, near Oberlauchringen, second station from Waldshut, the ruins of Küssenberg, on an eminence to the right), and passing several minor stations to

Neuhausen, for the Falls of the Rhine (see page 66), one mile and a half beyond which we arrive at

Schaffhausen. (See below.)

## NEUHAUSEN TO COIRE.

(Via Zurich, 113 miles.)

For travellers entering Switzerland by Neuhausen, bound for the Engadine, and desirous of visiting Zurich, the line of journey will be seen by the combination of routes undermentioned:—

NEUHAUSEN TO ZURICH (as given on page 66), 33 miles. ZURICH TO COIRE (as given on page 101), 80 miles.

## SCHAFFHAUSEN TO COIRE.

(Via Constance, 111 miles.)

		Fares. 1st Cl. 2nd Cl. 3rd		Stations.	Dist. in Kils.	Fares. 1st Cl. 2nd Cl. 3rd Cl.		lstCl.	Stations.	Dist. in Kils.
Gottmadingen	4 85 	fr. c. 6 85 7 05 7 05 8 10 — 9 15 9 50 — 10 70 11 05 11 25 11 60 11 95 12 65	10 25 10 50 	Au	101 — 110 115 — 130 134 — 151 156 158 163 168	1 00 1 40 - 2 10 - 2 65 - 3 15	1 25 2 00 - 3 25 - 4 10 - 4 80 - 5 80	2 00 3 00 - 5 00 - 6 15 - 7 10 - 8 75	Thayingen Gottmadingen Gottmadingen Singen Radolfzell Allensbach Reichenau Constance Kreuzlingen Münsterlingen Güttingen Utwyl Romanshorn Arbon Horn Rorschach Staad	20 30 

Schaffhausen is the capital town of Canton Schaffhausen. Population, 11,750. Picturesque situation on the Rhine. Still retaining mediæval associations, as evidenced by some of the old frescoes.

Observe specially the *House Zum Ritter*, near the Krone Hotel. Hotels—De la Couronne (in the town): Gaze's coupons accepted. Du Rhin and Rheinischer Hof, near station.

A general view may be best obtained from the Villa Charlottenfels, on the right bank of the Rhine.

The Cathedral. Commenced 1052; Romanesque style. Fairly preserved Gothic cloisters. Interior recently restored. Great Bell of 1486, with inscription, "Vivos voco, mortuos plango, fulgura frango;" from which suggestion Schiller conceived his beautiful "Song of the Bell."

The Castle of Munoth overlooks the town. Erected sixteenth century. "A round of stories," ascended by an inclined plane. Walls of great thickness, and vaults bomb-proof. Visitors admitted above and below for a small fee.

The Päsenstaub Promenade, with monument to the Swiss historian Johann von Müller, whose works and manuscripts are contained in the *Library*, gives a fine view of the Alps and the rapids of the Rhine.

The Imthurneum is a handsome building, containing a theatre and concert rooms, presented to the town by a native banker, Herr Imthurn.

Leaving Schaffhausen, the line proceeds by stations Herblingen, Thayingen, and Gottmadingen, to Singen (junction for the Black Forest route), afterwards by Radolfzell and side of lake, passing three minor stations, and across the Rhine to Constance.

Schaffhausen to Constance by steamboat, if preferred. Journey occupies about four hours. Schaffhausen Pier near Munoth Castle. River stations: Büsingen, a German village; Diessenhofen (the Rhine was here crossed by the French in 1800, on their way to the field of Hohenlinden); and Stein, with the Abbey of St. George. The Rhine widens, and the steamboat enters the Lower Lake—the Unter See—and passes the stations Oberstaad, Mammern, Steckborn, Berlingen (see Island of Reichenau), and Ermatingen, thence proceeding by the narrow passage of the Rhine which leads to the Lake of Constance. On the right note the castellated Château of Gottlieben, once the prison of John Huss and Jerome of Prague. As we proceed on the journey a good retrospective view of the Lower Lake may be obtained. The shores now become reedy and flat; and the steamboat, passing onwards through the shallows and beneath the railway bridge, arrives at the long pier of Constance.

#### CONSTANCE.

This town, though on the Swiss bank of the Rhine, belongs to Baden, in virtue of the Pressburg Treaty of 1805. Population, 12,000. Chiefly interesting from its association with the life and death of John Huss, whose house (second to the right in the Hussenstrasse, from the southern end) is marked by a portrait in relief on a tablet placed there a few years since.

Railway Station on the quay, east of the town, and south of the new Stadtgarten.

Hotels.—De l'Aigle d'Or: Caygill's coupons accepted. Hecht: Cook's coupons accepted. The Constanzerhof: Gaze's coupons available.

The Dominican Monastery, on an island above the Stadtgarten, now partially converted into the *Insel Hôtel*, is shown as the prison where Huss was confined; the place in the Münster where he received his sentence is pointed out; and in the Brühl, outside the town, a large stone boulder, suitably inscribed, marks the spot where he suffered.

The Cathedral. Founded in eleventh century; rebuilt in sixteenth. From the Gothic tower, with its open-work spire (modern), a grand view of the lake is obtained. Observe the oak carvings on principal entrance—representations of the life of Christ, in twenty sections, by Nikolaus Lerch, 1470. The interior contains curious carved stalls of the same period. The nave is supported by sixteen monolith columns; and here, not far from the entrance of the Münster, is a large stone, stated to be the place where the reformer John Huss stood and received sentence of death on the 6th of July, 1415.

The Treasury, Crypt, and Cloisters may also be visited.

The Kaufhaus, near the lake, built 1388, contains a spacious hall with large oaken pillars, the meeting-place of the cardinals at the time of the Great Council in the fifteenth century. Here Huss and Jerome were condemned.

The Stadtgarten affords a pleasant promenade by the lake-side, with charming views. Bust of the Emperor William, newly erected. The Gothic Church of St. Stephen, the Rathhaus, the Rosgarten Museum, the Town Hall, and Monument in the market-place, commemorative of the late Franco-German War, may also command the interest of the visitor.

#### THE LAKE OF CONSTANCE.

40 miles long, 7½ wide, forms the grand reservoir of the Rhine, having an area of 210 square miles. The scenery of the lake is not so picturesque and striking as may be enjoyed on the other more important lakes of Switzerland. It should therefore be visited first in order, if included in the tourist's programme. Towards the southwest it is bounded by pleasant woodlands; and the range of the Appenzell Alps and the snowy summit of the Sentis can be seen if the weather be propitious. The neutral position of the lake, as forming a threefold territorial division in Europe, is peculiar,—Switzerland, Austria, and Germany being bounded respectively by its shores.

The journey may be continued from Constance to Rorschach either by steamboat or rail. The latter skirts the western side of the lake by the principal stations of Altnau, Utwyl, Romanshorn—junction for Winterthur—and Arbon.

Hotels at Romanshorn.—Bodan and  $R\"{o}merhorn$ : Gaze's coupons available.

Hotels at Rorschach.—Du Lac and Anker: Caygill's coupons accepted.

From Rorschach (convenient steamboat station for passage of lake to Lindau and Bregenz) the rail enters the valley of the Rhine near the vineyards of Rheineck, thereafter passing principal stations of St. Margarethen—junction for Bregenz—Alstätten, Rüthi, Buchs, Sevělen (see ancient Château of Wartau), and Trübbach (rail close to the river, with roadway formed by blasting the rocks of the Schollberg) to

Sargans, thence to Coire, via Ragatz, as per route given on page 103.

COIRE (OR CHUR).

This town is the capital of the Canton of the Grisons, and is a place of ancient Roman origin, pleasantly situated on the Plessur, not far from its junction with the Rhine. Population, 8,750.

Railway Station, near the Post Office, at the north end of the town.

Hotels.—Lukmanier, near station: Gaze's coupons accepted. Steinbock, on the Churwalden Road: Cook's coupons accepted. Also Weisses Kreuz, Stern, Rother Löwe, and Sonne—of good repute.



COIRE.

There is not much of interest to detain the passing tourist. Visit The Episcopal Cathedral of St. Lucius, the ancient part of which dates from the eighth century. According to tradition, St. Lucius was of royal Scottish origin, who came to Switzerland preaching Christianity, and suffered martyrdom in consequence. At the portal of the entrance court are ancient apostolical columns with lions at their base, and Christ, represented as the Lion of the tribe of Judah. The Cathedral portal is Romanesque, with graceful columns and capitals. The interior contains several objects of interest - notably, the Madonna of the altar-piece, by a pupil of Rubens; Christ Bearing his Cross, by Albert Dürer; and Herodias, by Cranach; as well as other paintings by Holbein and Kauffman: the high altar in choir, with gilding and fine carving, by Jacob Russ; stalls and tabernacle, by Kraft; and tomb of Bishop Ortlieb de Brandis. In the treasury, in the sacristy, are relics and curiosities, Saracenic embroidery, and silk of the Justinian era.

The Episcopal Palace, near the church, is also a very ancient building. The chapel is supposed to date from the earliest times of Christendom. The ancient *Tower of Marsoel*, connected with the Palace, is stated to have been the scene of the martyrdom of St. Lucius, 176 A.D.

The Hôtel de Ville, with stained-glass windows in Council Chamber of the sixteenth century, the *Hospital*, the *Church of St. Martin*, and the *Monastery of St. Lucius* will include the general interests of Coire.

# CENTRAL SWITZERLAND AND THE OBERLAND.

NEUCHÂTEL TO BERNE AND LUCERNE-LYSS TO LAUSANNE, via PAYERNE-BERNE TO LAUSANNE - FRIBOURG - FRIBOURG TO YVERDON - ROMONT TO BULLE, CHÂ-TEAU D'OEX, AND AIGLE -- MONTBOVON TO MONTREUX -- CHÂTEAU D'OEX TO THUN-ASCENT OF THE NIESEN-LUCERNE TO BRIENZ AND MEIRINGEN-THE BRÜNIG PASS-MEIRINGEN TO INTERLAKEN, BY THE GREAT SCHEIDECK AND GRINDELWALD -- GRINDELWALD AND GLACIERS -- LAUTERBRUNNEN AND EN-VIRONS-BRIENZ TO INTERLAKEN AND BERNE-LAKE OF BRIENZ-GIESSBACH FALLS-INTERLAKEN AND ENVIRONS-LAKE OF THUN-ROUND TRIP FROM LAU-TERBRUNNEN TO MURREN AND THE SCHMADRIBACH-THE UPPER STEINBERG TO KANDERSTEG (TSCHINGEL PASS) - SPIEZ TO LEUKERBAD - GHEMMI PASS -LEUKERBAD AND ENVIRONS-MEIRINGEN TO GLETSCH, BY THE GRIMSEL-THE RHÔNE GLACIER-MEIRINGEN TO ENGELBERG (JOCH PASS)-ENGELBERG-EN-GELBERG TO ALTDORF AND ERSTFELD-RNGELBERG TO STANSSTAD AND LUCERNE -MEIRINGEN TO WASEN-LUCERNE TO BIASCA, BY THE ST. GOTTHARD-THE ST, GOTTHARD RAILWAY-LUCERNE TO BELLINZONA-ANDERMATT, OR HOSPEN-THAL, TO BRIEG, BY THE FURKA-COIRE TO ANDERMATT AND GÖSCHENEN, BY DISENTIS AND THE OBERALP-DISENTIS TO BIASCA, BY THE LUKMANIER.

# NEUCHÂTEL TO BERNE AND LUCERNE.

(By Rail, 98 miles.)

Travellers entering Switzerland by **Neuchâtel** will, in most cases, proceed to Bienne (20 miles. See page 91), thence by the direct line to Berne (41 miles), *via* Lyss and Zollikofen.

From Berne the journey is made by the Jura-Berne Railway, through the fertile valleys of the Emmenthal and the Entlebuch. At Gümlingen the line diverges from the Thun branch and proceeds

Neuchâtel   St. Blaise   O 40   O 30   O 25   13   Worb   St. Blaise   O 40   O 30   O 25   13   Worb   St. Blaise   O 40   O 30   O 25   13   Worb   St. Blaise   O 40   O 30   O 25   O 25	Dist. in Kils.	Stations.	1st Cl.	Fares, 2nd Cl.	3rd Cl.	Dist. in Kils.	Stations,	1st Cl.	Fares. 2nd Cl.	3rd Cl.
_ Zollikofen Littau	12 14 	St. Blaise Cornaux Cornaux Landeron Neuveville Gléresse Douanne Bienne Britgs Busswyl Lyss B Suberg Schüpfen Münchenbuchs Zollikofen	0 40  1 35 1 65  3 15  3 85 4 20  5 50	0 30 	0 25  0 80 0 90  1 65  2 15 2 30   2 90	25 25 35 38 - 53 - 67 75 -	Worb Tägertschi Konolfugen Zäziwyl Signau Emmenmatt Langnau Trubschachen Wiggen Escholzmatt Schiipfheim Entlebuch Wohlhausen Malters Littau	8 55 	6 10  7 00  7 95 8 10  9 30  10 40 11 00	fr & 445 — 505 — 570 580 — 745 790 — 890

Neuchâtel to Berne and Lucerne.

north-east. Fine view to the right of the Stockhorn range. Passing station of Konolfingen, the line widely curves by the Hörnberg, and proceeds, by the industrial villages of Zäziwyl, Signau, and Emmenmatt, to

Langnau, the capital of the Emmenthal, with 7,000 inhabitants,—a busy and picturesque place, well reputed for fine cattle, good cheese, and wooden houses. The next principal stations are Escholzmatt, and

Schüpfheim, the capital of the Entlebuch valley, after which, crossing the rapid waters of the Entlebuch—picturesque village of Hasle on the right—we arrive at the pleasant and well-built village of

Entlebuch, near to which is the Napf (4,620 feet), frequently ascended for the sake of its charming view. Past the rocky gorge of the foaming Emme, on the left, the line proceeds, by tunnels and embankments, on the east side of the valley, to Wohlhausen; and afterwards crossing the Emme near Werthenstein (on the right) to Malters and Littau, at the foot of the Sonnenberg, it leaves the valley by the long tunnel of the Zimmeregg, joins the Zurich line, and soon arrives at

Lucerne (59 miles from Berne). (See page 83.)

#### LYSS TO LAUSANNE.

(Via Payerne. By rail, 621 miles.)

1 1		Fares, 2ndCl.3rdCl.		Kila.	Stations.	2ndCl	.3rdC1.
6 - 13 - 20 25 - 33 - 38 41	Lyss Aarberg Kallnach Fräschels (Frasse) Kerzers (Chietres) Galmitz (Charmey) Morat Faoug Avenches Domdidier Domplerre Corcelles Payerne B	fr. c.  0 55  1 10  1 70 2 10  2 85  3 25 3 40 3 60	1 55  2 10  2 40	98	Trey Granges-Marnaud. Henniez. Lucens. Moudon. Bressonaz Ecublens-Rue. Châtillens Palézieux Chexbres. Grand-Vaux La Conversion	fr. c	fr. c

Lyss (Hotels—De la Gare and Cerf), a junction station for Bienne, Berne, and Soleure. (See page 100.) Leaving Lyss, the train crosses the Aar, and proceeds three miles to the town of

Aarberg (Hotel—De la Couronne), prettily situated on an island in the river. See old château of the Counts of Aarberg, near the church. Diligence daily from Aarberg to Berne, through the villages of Frienisberg, Maikirch, and Ortschwaben.

Passing three intervening country stations, with the marshy district of the Grosse Moos on the right, the rail approaches the Lake of Morat, near Galmitz, whence it skirts the eastern bank for three miles, to the prosperous town of

Morat, of honourable historic celebrity (Hotels—Poste, Aigle, Pension-Kauer, and Croix, on the lake side),—population, 2,260,—situated on the north-eastern side of the lake which bears its name. At the old castle, standing conspicuous above the narrow streets, a small garrison of Bernese soldiers withstood a ten days' siege by the army of Charles the Bold, previous to the decisive battle of Morat, June 22, 1476, in which the Burgundians were totally defeated by the Switzers, with a loss of 15,000 men. The battle-field is about twenty minutes' walk south of the town, where is erected a commemorative marble obelisk, 65 feet in height. Steamboat and diligence communication to Neuchâtel twice a day.

The Lake of Morat is nearly six miles in length, and two wide; and is connected with the Lake of Neuchâtel, by the Broye river, at its northern end. Mont Vully, northwards, and Mont Charmontel, southwards, stand between the two lakes.

The railway skirts the lake by the station of Faoug, and soon after leaves it en route for

Avenches (Hotels—Couronne and Maison de Ville), a small town -1,800 in population—of ancient origin, with remains of Roman amphitheatre and fortifications. A Corinthian column, outside the town, with an old stork's nest on the top (therefore called Le Cigognier), 40 feet in height, remains to mark the site of an ancient temple of Apollo. From Avenches, the railway is continued through the broad valley of the Broye, passing three intervening stations, six miles, to

Payerne (Hotels—Croix Blanche and Del'Ours), an important town, also of ancient Roman origin. Population, 3,600. In mediæval times, when Payerne was a royal resort of the monarchs of Burgundy, good Queen Bertha, wife of Rudolph II., here built an abbey and a church, transformed in this utilitarian age into a school and a granary. The memory of the industrious queen is perpetuated in Payerne, and her saddle, with a convenient receptacle for her distaff, may still be seen by the curious, in the parish church; to a tomb in which, the remains of herself and family have been transferred from their original resting-place beneath the old tower of her own ecclesiastical establishment aforesaid. These were discovered during the present century, and removed.

Leaving Payerne, the railway crosses the Broye, onwards through the contracting valley, to Granges-Marnand, Henniez, and Lucens, where stands an old château; and, again crossing and re-crossing the river, continues the route to

Moudon, 13 miles from Payerne. (Hotels — De la Couronne, Du Pont, and De Ville.) Population, 2,450. Once the capital of the Pays de Vaud. It possesses a fine church of Gothic architecture, and two old castles, Rochefort and Carpuge. Over the river, and five miles onwards through the valley, we arrive at the station of

Ecubiens, the picturesque town of Rue, with its ancient château standing on the hill-side to the left. Hotels—Fleur de Lys and Maison de Ville.

Still following the course of the Broye, the journey is continued, passing three minor stations, six miles, to

Palézieux, the junction at which the line unites with the Oron Railway from Berne and Fribourg, and so onwards to Lausanne, via Chexbres. (See page 118.)

### BERNE TO LAUSANNE.

(By Rail, 61 miles.)

Dist. in Kils	Stations	Fares. 1st Cl. 2nd Cl. 3rd Cl.			Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd C		
	Berne	fr. c.	fr. c.	fr. c.	_	Chenens	fr. c.	fr c.	fr c.
-	Bümplitz	l	i —	_	l —	Villaz StPierre.	_	-	! - !
	Thörishaus	l —			58	Romont	6 50	4 70	3 50
14	Flamatt (Laupen)	1 55	1 10	0 80	_	Siviriez	_	-	
l —	Schmitten	_	_		67	Vauderens (Rue)	7 60	5 50	4 10
-	Guin	_	l —	_	-	Oron		_	
32	Fribourg	3 75	2 70	2 00	77	Palézieux	8 90	6 45	4 80
_	Matran	_	_	-	86	Chexbres (Vevey).	9 70	7 00	5 20
<b>-</b>	Rosé		-	-	90	Grandvaux(Cully)	10 20	7 35	5 45
-	Neyruz	4 85	3 50	2 60	94	Conversion(Lutry)	10 40	7 50	5 55
Ŀ	Cottens	5 10	3 70	2 75	98	Lausanne	10 95	7 85	5 80

The railway runs through a pleasant and open country of arable and pasture land, with extensive views. As the line nears the Lake of Geneva, past Chexbres, the journey is surpassingly beautiful.

Starting from Berne, the Niesen, Brenleire, and Moléson mountains are for a short time visible. Passing the stations Bümplitz and Thörishaus, the train crosses the Sense river and enters the Canton of Fribourg, thereafter arriving at Flamatt. [From this point there is a diligence service to Laupen, 5 miles distant, a small town situated at the confluence of the Sense and the Sarine. An obelisk here commemorates the Bernese victory over the French, 1789.] The journey is continued by Schmitten, Düdingen, and Balliswyl, over the long viaduct of the Sarine, to Fribourg.

The chief town of the Canton Fribourg (population, 11,400), grandly situated on an elevated promontory over the Sarine, which nearly surrounds it. Seen from a convenient distance, the town, with its hanging bridges, quaint towers, and ancient walls, presents a very romantic and imposing appearance. French is the prevalent language.

Railway Station.—A short distance from the town. Omnibuses await arrival of all trains.

**Hotels.**—De Fribourg: Gaze's and Caygill's coupons accepted. Grand Hôtel National: Cook's coupons accepted.

The Suspension Bridge, the longest in Europe, constructed by a French engineer in 1834, is 810 feet in length, and 170 feet above the river. It is held in position by four chains strongly attached by anchors to great blocks of stone placed at a considerable distance beneath the surface. A grand view of the ravine may be had from the centre of the bridge.

The Bridge of Gotteron, at a little distance further on, crosses the Vallée de Gotteron. It is 746 feet long, and 305 feet above the river. The chains supporting it are secured in the solid rock. Completed in 1840.

The Cathedral Church of St. Nicholas, a Gothic structure, was founded in the thirteenth century,—tower, 280 feet, built in 1452. The church has been recently restored. Notice curious relief over principal entrance representing the Last Judgment. The grand organ of this cathedral is considered one of the finest in the world. It contains 7,800 pipes and 67 stops. The bust of the builder, Aloys Mooser, is placed under the organ, to the right. Concerts given twice daily during the season; admission, 1 franc. Notice ancient carved stalls, and handsome modern painting by Deschwanden; also modern stained-glass windows in choir.

The Lime Tree of Fribourg stands in front of the Stadthaus and Rathhaus, its aged limbs (upwards of 400 years old) supported by pillars of stone. It measures 14 feet in circumference, "and thereby hangs a tale." After the Battle of Morat (1476) a young soldier hastened from the field to Fribourg, his native place, anxious to report the joyful news that the Swiss had been victorious in the conflict. He brought with him a lime twig hastily pulled up by the roots; and on arrival, exhausted by the wounds he had received and the fatigue of his hurried journey, he fell dead in the midst of his friends, exclaiming, "Victory!" The twig he brought was planted on the spot by reverent hands, and the fine old lime tree stands there to this day, the memorial of his courage and endurance.

Leaving Fribourg, there are some fine views to be obtained on the left, the Moléson being conspicuous. Passing six smaller stations, the train arrives, after a journey of 16 miles, at

Romont (junction for Bulle-12 miles-near Gruyère). Situation

picturesque, surrounded by old fortifications and watch-towers. The ancient *Castle*, on the south side of the town, the residence of the prefect, dates from the tenth century. *Gothic Church*, thirteenth century, with quaint carvings and stalls in choir.

Leaving Romont, the Simmenthal Mountains are seen on the left; afterwards the Dent de Jaman and the Moléson. At Vauderens the pastoral landscape to the right is bounded by the Jura chain in the distance. Passing the stations of Oron-le-Châtel and Palézieux-Granges, the journey is continued to Chexbres. [Passengers to Vevey may here save time by taking omnibus, descending to Vevey in fifty minutes. (See page 226.)]

Beyond Chexbres, passing through the next tunnel, a grand view of the beautiful Lake of Geneva and its surrounding mountain scenery is revealed. To the right stands the Dent de Jaman and the Savoy Alps in the distance, and the foreground is covered with picturesque villages and vineyards on the north side of the lake. After the station La Conversion, the train crosses an intermediate valley by a long viaduct, and arrives at Lausanne. (See page 223.)

### FRIBOURG TO YVERDON.

(Via Payerne. By rail, 31 miles.)

Dist. in Kils.	Stations.	Fares. 2nd Cl. 3rd Cl.		s. Fares. in		Dist. in Kils,	Stations.	Fares. 2nd Cl. 3rd Cl.		
	Pribourg	fr. c	fr. c.	23	Payerne	fr. c. 2 00	fr. c. 1 50			
6	Belfaux	0 60	0 45	27	Cugy	2 15	1 60			
10	Grolley	1 00	0 75	32	Estavayer	2 75	2 05			
15	Léchelles	1 40	1 05	38	Cheyres	8 15	2 35			
19	Cousset	1 60	1 20	42	Yvonand	8 55	2 65			
21	Corcelles	1 80	1 35	51	Yverdon	4 05	8 00			

This journey comprises a cross route connecting the Oron and the Broye lines with the Neuchâtel and Lausanne Railways. The principal towns en route are Payerne and Estavayer.

Leaving Fribourg (capital of the Canton Fribourg, see page 116), the line proceeds to Belfaux, near to which is a long and high embankment and aqueduct for the Sornaz river, and by three farther country stations, 14 miles, to the ancient town of

Payerne (see page 115), the junction for the Broye line to Mou-

don, Morat, Lyss, etc. Beyond Payerne the rail proceeds westward, crossing the Broye and the Glane, six miles, to

Estavayer (Hotels—Cerf and Maison de Ville), a thriving town on the eastern bank of the Lake of Neuchâtel, also a station for the lake-steamers. The château of Chilnaux here is worth visiting. The railway now turns southward, skirting the lake by Cheyres (steamboat station) to

Yvonand, situated on a projecting point. Certain Roman antiquities and mosaics have been here discovered, and transferred to the Yverdon Museum. The stream of the Mentue flows into the lake near the Yvonand promontory. From this point the journey is continued by the lake shore, six miles, to Yverdon. It will be observed that at places at this end of the lake the water has greatly receded from the shore. This was consequent on the reduction of its general level (upwards of six feet) by the construction of an artificial channel at its northern extremity some few years since.

Yverdon (Hotels—Croix Fédérale, and Londres). Population, 6,000. Pleasantly situated at the southern end of the Neuchâtel Lake, where the river Thièle contributes its stream. A museum with various antiquities, a public library, and schools are contained in the old château (built by Conrad of Zähringen, twelfth century) where, in 1805, a school was established by the Swiss philanthropist Pestalozzi,—born at Zurich,—who steadily endeavoured for twenty years to improve the educational and general condition of the people, and whose special system of tuition has since been largely adopted. At a short distance from Yverdon there is a Kurhaus, with sulphurous baths, and an adjacent pension and grounds.

[Ascent of the Chasseron (5,290 feet). This mountain of the Jura range, commanding a fine prospect, can be readily ascended in two hours from St. Croix, to which place a diligence runs twice daily from Yverdon. Musical boxes are largely manufactured at St. Croix. Mont Suchet (5,240 feet) and the Aiguille de Beaulmes (5,130 feet), nearer Yverdon, also afford eligible standpoints where the aspiring may enjoy exalted surroundings, "and view the land-scape o'er."]

Yverdon to Lausanne, see page 93.

# ROMONT TO BULLE, CHÂTEAU D'OEX, AND AIGLE.

(Romont to Bulle, rail, 12 miles; Bulle to Château d'Oex, diligence, 18 miles; Château d'Oex to Aigle, diligence, 23 miles.)

From Romont (see page 117) the railway journey to Bulle occupies three-quarters of an hour, passing the stations of Vuisternens, Sales, and Vaulruz. (Fares—1 fr. 65 c. second class: 1 fr. 25 c. third class.)

Bulle, the terminal point of the branch railway, is an industrial town of 2,500 inhabitants, with good hotel accommodation, if desired, at the Cheval Blanc.

Dist. in Kils.	Stations.	Fa: Coupé.	res. Intér.	Dist. in Kils.	Stations.	Fa. Coupé.	res. Intér.
	Bulle	fr. c.	fr. c.		Château d'Oex.	fr. c.	fr. c.
28 <u>1</u>	Château d'Oex	6 30	4 85	25½ 37½	Sepey	7 70 11 25	5 65 8 25

June 1st to October 15th. Six Places.

Starting by diligence, en route for Château d'Oex, the traveller passes the ancient Tour de Trême, about a mile distant from Bulle, and onwards to Epagny, near to which, on a conspicuous eminence to the right, may be seen the town of

Gruyère, with the ancient and strongly-built castle of the Counts of Gruyère, said to have existed from the fifth century. The castle is carefully preserved, contains an armorial collection, and is handsomely decorated with modern frescoes. It may be visited by the curious (excursionizing from Bulle, distance  $2\frac{1}{2}$  miles) on payment of a gratuity to the concierge. The neighbouring pastures provide ample material for ultimate conversion into Gruyère cheese, the manufacture of which toothsome commodity forms the principal industry of the district. On these pastoral heights the "ranz des vaches" may be often heard to advantage. Leaving Epagny, the route is continued through the fine valley of the Sarine. As the traveller passes Enney and the opposite village of Estavanens, the well-named Dent de Corjeon rises into prominence; on the right may be seen Les Vadalles, the lower heights of the Moléson. Neirivue (inappropriately named) being left behind, the diligence next arrives at

Albeuve, from which place, as well as from Bulle, the ascent of the Moléson (6,578 feet) may be made in four or five hours. Crossing the stream of the Hongrin, we arrive, 3 miles further on, at Montbovon (unpretentious accommodation provided at the *Hôtel du Jaman*), leaving which the valley route turns eastward, and proceeds for 2 miles through a forest-clad ravine to La Tine, and onwards, 2½ miles, to the village of

Rossinières, a charming rustic summer-time resort. Comfortable quarters at the *pension* of Messrs. Raymond Frères, where an English Church service is held during the season, without extra charge. Passing Les Moulins, and crossing the Sarine, the road ascends from the bridge of Le Pré to the village of

Château d'Oex, 18 miles from Bulle, a favourite health-resort in the summer, with fine bracing atmosphere, green fields, and bright prospects. View especially good from the church, which stands on an elevated site. The rugged heights of the Dent de Chamois (7,570 feet) rise eastward. At the Hôtel and Pension Berthod Gaze's coupons are accepted.

A diligence runs daily in each direction between Château d'Oex and Aigle, in the valley of the Rhône, a distance of 23 miles,—the journey occupying  $5\frac{1}{2}$  hours outwards and  $6\frac{3}{4}$  hours reversely. The route returns to Les Moulins, on the road to Bulle, thence winds upwards by lengthy zigzags, ascending the Vallée de l'Etivaz, and affording fine views—the stream of the Tourneresse flowing far beneath in its rocky-bed—as the traveller proceeds to Au-Devant, and onwards by a more expanded road to L'Etivaz. Two miles' ascent by a long and bending route brings us to the summit of the hill (5,070 feet); and the diligence, passing La Lécherette and Les Mosses, with the Dent du Midi full in view, descends the valley of the Raverette to

La Comballaz, favourably known as a rallying-point for excursions in the neighbourhood, with a good mineral spring and an unlimited supply of pure mountain air. Hotel—De la Couronne.

From this point the road descends, with fine views of the Oldenhorn and the Diablerets, to

Le Sepey, the most important village in the lower valley. Hotels — Mont d'Or and Des Alpes.

We now proceed, for the last 7 miles of the journey, turning to the south-west, through a beautiful valley, descending by zigzags, in sight of the Chamossaire (6,954 feet) and the picturesque falls of the Grande-Eau, which stream is finally crossed near the *Hôtel des Bains*, and the route, passing through the intervening vineyards, terminates at **Aigle**. (See page 229.)

Pedestrians may enjoy a splendid walk over the Jaman, from

Montbovon to Montreux.—This excursion is recommended to tourists who have not yet seen the Lake of Geneva and the Savoy Alps,—a most beautiful and comprehensive view of these being suddenly disclosed on arrival at the summit of the pass. Guide not required. At a short distance from the Hôtel du Jaman, Montbovon, the road ascends to the right for half an hour; again turning (near a house) to the right, and descending to a bridge, it crosses the Hongrin, and passes the village church of Allières and the Croix Noire Inn. A gradual ascent hence conducts to the foot of the pass, and the path is continued over the steeper pastures, by the chalets of the Plan de Jaman, to the summit (4,975 feet), whence is obtainable the sudden prospect above referred to. This point should be reached early in the day, in order to enjoy the full glory of the scene, before the noontide mists, often prevailing on the lake, obscure its grand magnificence.

From the pass the path to Montreux is readily descried. In a quarter of an hour, turn to the right, and proceed, over a bridge, by a slight ascent and an easy walk, to Les Avants. (See page 227.) Hence follow the route by the western side of the valley for about three-quarters of an hour, and then descend, from a bend in the road, by a narrow path leftward, to Sonzier, in ten minutes; thence again descend to the left, in half an hour, to **Montreux**. (See page 227.)

# CHÂTEAU D'OEX TO THUN.

(By the Simmenthal, 42 miles.)

The journey is accomplished by diligence daily in nine hours, via Saanen and Zweisimmen.

Dist. in Kils.	Stations.	Far Coupé.	ree. Intér.	Dist. in Kils.	Stations.	Fai Coupé.	res. Intér.
11}	Château d'Oex. Seanen	fr. c. 2 55	fr. c. 1 95	23½ 32 55	Boltigen Weissenburg Thun	fr. c. 4 95 6 75 11 55	fr. c. 4 00 5 45 9 85
14	Zweisimmen	2 95	2 40				

June 1st to October 15th. Six to nine Places.

Following the course of the Sarine (or Saane) the road leads east-wards, four miles, to the picturesque village of Rougemont, thence three miles onward to

Saanen (Hotels—Grand Logis and De l'Ours), the capital of the upper valley of the Sarine. The production of Gruyère cheese forms the principal industry of its inhabitants, nearly four thousand in number. The grand Geltenberg Glacier in the Lauenen valley may be hence visited. Guide necessary.

[Saanen to Aigle, by the Col de Pillon, 29 miles. By diligence daily, or a fine walk.—Southward through the valley of the Saane, via Gstad, at the entrance of the Lauenen valley, seven miles to Gsteig, turning south-west and ascending the pastures of the Reuschbach valley, with views of the Oldenhorn and Sanetschhorn, the route reaches, at the height of 5,125 feet, the Col de Pillon. Descending within sight of the picturesque valley of Ormont-Dessus, with its scattered chalets and pine-clad slopes, and passing the Creux de Champ, whence descending streams contribute to the lower waters of the Grande-Eau, we arrive at Les Plans (7½ miles from Gsteig), at the foot of the Pillon, and about two miles onward at Vers l'Eglise, the most important of the Ormont-Dessous villages. Within five miles hence, we join the road from Château d'Oex to Sepey and Aigle. (See page 121.)]

Leaving Saanen, retrospective views are obtained of the southward valleys of *Gsteig*, *Turbach*, and *Lauenen*; and, further on, as we ascend the broad valley of the Saanen-Möser, in the distance may be seen the *Gelten Glacier*, the *Gumfluh* (8,070 feet), the snow-fields of the *Sanetschhorn*, and the *Dent de Chamois* (*Rüblehorn*, 7,570 feet). About four miles from Saanen the road attains the end of the valley at an elevation of 4,230 feet, and thence gradually descends, over several deep ravines, on the right of the Kleine Simme, five miles, to

Zweisimmen (Hotels—Simmenthal and Krone), a pleasant village of 2,220 inhabitants, situated at the junction of the two rivers Grosse Simme and Kleine Simme. Fine prospect to be obtained at the Blankenburg Château, about two miles distant.

[Divergence hence by St. Stephan, Häusern, and Matten to Lenk (12 miles; diligence daily). Lenk (Hotel—Hirsch) is a centre for excursions—namely, to the Seven Fountains (Sieben Brunnen), the Fall

of the Simme, the Ifigensee, ascent of the Wildhorn (10,720 feet), and a starting-point for pedestrian routes—namely, to Leuk, over the Lümmeren Glacier; to Saanen, by the Reulissenberg; to Adelboden, by the Hahnenmoos; and to Gsteig, by the Trüttlisberg. Also from

Lenk, over the Rawyl, to Sion, 11 hours. Bridle-path. Guide desirable. The Gemmi route to the Valais (see page 146) recommended in preference. Pass fall of the Iffigenbach, at end of carriage road west of valley, and ascend by bank of river to the chalet of Iffigen. See direction post. Turn left, by rock-hewn road, to hut commanding the Simmenthal. Skirting the Rawyl-See, ascend by La Grande Croix—the Canton boundary—to the summit of the Rawyl, 7,945 feet (surrounding peaks of the Wildhorn, 10,720 feet; the Rohrbachstein, 9,690 feet; the Schneidehorn, 9,640 feet; the Rawylhorn, 9,540 feet; and the Wetzsteinhorn, 9,115 feet). Rough path beyond descends by Armillon, crosses bridge, and—by slight ascent, afterwards steep, avoiding the Kändle—finally makes a fatiguing and stony descent to Ayent, where Valais wine may be had. Thence the track plainly leads, through the hamlets of Grimisuat and Champlan, in two hours, to Sion. (See page 261.)]

Resuming the Simmenthal route from

Zweisimmen, the diligence road is continued, abruptly skirting the Laubeckstalden Rock, and crossing the Simme. See, on the right, the two ruined castles of Mannenberg. In one hour we arrive at

Boltigen (Hotel—De l'Ours), a pretty village standing beneath the double-crested Mittagsfluh. The eastern snow-fields of the Rawyl are here visible. Passing through the rocky ravine of the Simmeneck the road leads onwards, six and a half miles, to the small and wellbuilt village of

Weissenburg (Hotel—Weissenburg). About a mile hence, situated in a deep ravine, are the well-frequented Baths of Weissenburg, the waters of which contain sulphate of lime. Every comfort and convenience for visitors will be found at Messrs. Hauser's establishment, including reading and billiard rooms, with post and telegraph office. It is usually open from the middle of May to the end of September.

Four miles from Weissenburg, we arrive at the village of

Erlenbach (Hotel—Krone); and, at the distance of another mile and a half, at

Latterbach (Hotel—De l'Ours), a village near the entrance of the Diemtigen valley.

[For pedestrians travelling reversely, and bound for Lenk, the route may be taken by this valley, and onwards to Matten; passing between Diemtigen and the ruins of the Hasenburg Château; left, through Tschuepis; by the Schwendenthal, ascending westward through the Grimbachthal to the Grimmi Pass (6,645 feet), and by Fermel valley to Matten, in about seven hours.]

The road leads onwards from Latterbach, high above the course of the Simme, and passes the northern boundary of the fertile Simmenthal, through the ravine between the *Burgfluh* and *Simmenfluh*, three miles, to the village of

Brothüsi (Hotel—Hirsch), with its old château on the neighbouring slope, opposite Wimmis, at the foot of the Burgfluh. Wimmis can be readily reached from Brothüsi by a short cut over a wooden bridge crossing the river. See ancient castle of the Barons of Weissenburg, now an educational establishment, above the village.

[Ascent of the Niesen, from Wimmis.—Ascend on south side of the Burgfluh, cross the Staldenbach, and mount left. See direction post. Onwards by plain path, across slopes of the Bettfluh, and near Unterstalden chalets cross to right of the stream. Ascend, past Oberstalden, the side windings of the pyramidic Niesen, to the summit (7.765 feet). A grand and comprehensive prospect is hence obtained. The more immediate panorama includes the lakes of Thun and Brienz, as well as the southward valleys of the Kander, the Kienthal, and the Simme, with views northward of the Berne district and the Jura. The range of mountain scenery comprises the main peaks of the Bernese Alps-the Wetterhorn, Shreckhorn, Jungfrau. Mönch, Eiger, Gletscherhorn, Mittaghorn, Breithorn, and Tschingelhorn. Southward are seen the Blümlis Alp, the Balmhorn, the Doldenhorn, and Altels; and in the western distance rise the higher peaks of the Mont Blanc chain and the heights of the Dent du Midi.

The ascent of the Niesen should be made in clear weather, arriving at the summit towards sunset, when the distant mountains are more clearly defined and are distinctly visible. There is a convenient inn near the top, with an excellent panorama to be seen inside, so that the climber may obtain refreshment for memory, as well as for body, at a reasonable cost.]

From Brothusi to Thun, a distance of six miles, the road leads to

Reutigen, near to which the Simme unites with the Kander; and hence gradually descends three miles to Gwatt (route to Spiez on the right), and skirts the western end of the Lake of Thun until near arrival at Thun. (See page 140.)

And Lucerne to Brienz and Meiringen.

(By the Brünig, 36 miles.)

Steamboat from Lucerne to Alpnach, on the south arm of the lake; distance, eleven miles. Fare, 2 fr. 40 c. Diligence in attendance at this point (three services daily) to convey passengers over the Briinig Pass to Brienz or (one service daily) to Meiringen. The journey is accomplished in six hours. Tickets can be procured at Lucerne or on the steamboat. Travellers previously provided with through-tickets should present these at the office on the steamer, in order that their places may be duly registered for the diligence journey. At Alpnach obtain seat, if possible, in a supplementary carriage (there are usually several of these), from which the view will be more enjoyable.

Dist. in Kils.	Stations.	Fares. Coupé. Intér.	Dist. in Kils.	Stations.	Fa: Coupé,	res. Intér.
71	Lucerne to } Alpnach}	frc. fr. c.  By Steamer.  3 95   3 55	24 38 40}	Lungern Meiringen Brienz	fr c 7 95 12 45 12 90	fr. c. 6 80 10 55 10 90

The route from Alpnach leads south, by the bank of the river Aa, crossing two covered wooden bridges, on the road, 4½ miles, to

- + Sarnen (4,030 inhabitants), with its picturesque houses, Capuchin monastery, nunnery, church, and hospital, and the arsenal on the Landenberg. The road now passes by the beautiful miniature
- + Lake of Sarnen (4 miles long), through the villages of Sachseln and Giswyl, and, ascending the Kaiserstuhl, reaches the
- Lake of Lungern (2 miles in length), lying in the lap of the mountains, 2,162 feet above sea-level. The retrospective view from this elevation is fine and comprehensive, looking northward over the lakes and valleys of the country so far traversed on the journey. Pursuing the road east of the lake, the snow peaks of the Wetterhorn

are seen to the south; and, ascending to the altitude of nearly 3,000 feet, we stop one hour for rest and refreshment at Lungern.

Lungern (Hotel—Lion d'Or) is a village situated in a natural basin formed by the verdant slopes of the surrounding mountains, at the southern extremity of the lake, beneath the heights of the Brünig; leaving which, the road ascends in zigzag fashion and winding curves through intervening woods and forests, with many glorious views, until the summit of the pass (3,396 feet) is attained.

The route descends (about half a mile from the top), on the left, to Meiringen, and, on the right, by a pleasant, well-constructed, winding road, beneath overhanging rocks half-way down, to Brienz. As we descend, to the left, the picturesque valley of Meiringen is spread open to the view, with the river Aar flowing through its fertile pastures, and the lower fall of the Reichenbach and the fall of the Oltschibach gleaming in the sunshine, surmounted by the barren heights of the Engelhörner, while, to the right, the eastern end of the Lake of Brienz is visible.

A ride of two miles from the Brienzwyler Bridge, on the level highroad, brings the traveller to **Brienz**. (See page 134.) The varied features of the magnificent scene disclosed fairly justify the following beautiful description afforded by Dickens in the pages of "David Copperfield," and may be here applied:—

"I came into the valley as the evening sun was shining on the remote heights of snow that closed it in, like eternal clouds. bases of the mountains, forming the gorge in which the valley lay, were richly green; and high above this gentler vegetation grew forests of dark fir, cleaving the wintry snow-drift wedge-like, and stemming the avalanche. Above these were range upon range of craggy steeps, gray rock, bright ice, and smooth verdure specks of pasture, all gradually blending with the crowning snow. Dotted here and there upon the mountain side—each tiny dot a home—were lonely wooden cottages, so dwarfed by the towering heights that they appeared too small for toys; so did even the clustered village in the valley, with its wooden bridge across the stream, where the waters tumbled over broken rocks and roared away among the trees. In the quiet air there was a sound of distant singing-shepherd voices: but as one bright evening cloud floated midway along the mountain side, I could almost have believed it came from there, and was not earthly music."



ROSENLAUI TORRENT BELOW THE FALLS.

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#### CENTRAL SWITZERLAND AND THE OBERLAND.



## MEIRINGEN TO INTERLAKEN.

(By the Scheideck and Grindelwald.)

Meiringen—population, 2,800: principal village of the Hasli-Thal; almost destroyed by fire in 1879, but now partially rebuilt—lies in the level valley of the Aar, and is a most convenient starting-point for excursions in the Oberland.

The Falls of the Reichenbach are only a short distance from the village. The stream falls from a height of 2,000 feet.

The Lower Fall is near the *Hôtel Reichenbach*, and is illuminated on summer evenings for the benefit of visitors. At this hotel, Gaze's coupons are accepted; Cook's travellers are welcome at the new *Hôtel du Sauvage*; and the *Couronne* receives Caygill's coupons.

Leaving the valley, for nearly an hour the path ascends the mountain side, near the Falls. By a short divergence, the central cascade may be seen from a wooden hut (25 centimes to pay); and the Upper Fall is guarded by another pay-place (half-franc entrance). The path from the Falls proceeds in an "excelsior" direction by the beautiful valley of the Reichenbach, fronting the snow-clad heights of the Wetterhorn and Wellhorn. Between the Wellhorn and the Engelhorner (three hours from Meiringen) lies

The Rosenlaui Glacier, with its clear ice free from the debris and moraines which usually sully the purity of the Alpine glaciers, the surrounding black limestone rocks being of very firm and indestructible formation. The glacier has greatly receded during recent years, and a rather toilsome ascent is necessary to obtain a good view.

The Baths of Rosenlaui are near at hand (mineral waters much esteemed by invalids), picturesque in situation, at an altitude of 4,360 feet. (Hotel—Rosenlaui: Cook's coupons available.) From this point the traveller proceeds by a varied and charming route for  $2\frac{1}{2}$  hours through pine-clad slopes, onwards by the Swiss chalets of Schwarzwald (wood-carving at moderate prices), and skirting rocky and precipitous heights, until the elevation of the

Great Scheideck is attained, at an altitude of 6,434 feet. The view from this point is comprehensive and beautiful. The heights of the Wetterhorn rise grandly above, with the valley of Grindelwald and the pastoral beauties of the Little Scheideck to the southwest. The crests of the Schreckhorn, the Mettenberg, the Eiger, and the Mönch are seen in the background of the picture. The descent

#### CENTRAL SWITZERLAND AND THE OBERLAND.

ridge of the Scheideck to Grindelwald can be accomplished two hours, passing the Hôtel Wetterhorn (path here diverges left for visiting the Upper Glacier and Ice Grotto of Grindl), and thence through the pastures leading to the village. The entire journey between Meiringen and Grindelwald may be accomplished by a fair pedestrian in eight hours, or, if taken in the reverse direction, about seven hours. Guide not required. If by horseback, the route may be performed at a cost of 25 francs, in about the same time.

A Grindelwald, a scattered village situated at the head of the valley which bears its name, 3,468 feet above the sea-level, is chiefly reputed for its mountain and glacier surroundings. Hotels—De FOurs: Jenkins's hotel coupons accepted. De FAigle Noir: Gaze's and Cook's coupons accepted. Du Glacier: Caygill's coupons accepted.

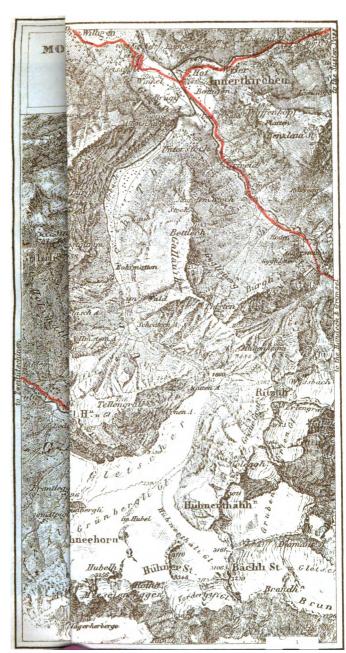
The Upper and the Lower Glacier of Grindelwald have greatly receded in recent years. They are easily accessible, descending far down into the valley, and lie between the three grand mountains which rise to the south—the Eiger, the Mettenberg, and the Wetterhorn. Mules may be taken from Grindelwald for visiting both glaciers, by those not disposed to mountain pedestrianism, at moderate cost.

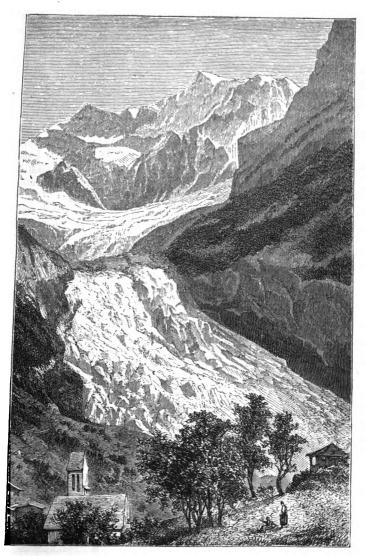
From Grindelwald to Interlaken the route may be easily accomplished by carriage, following the course of the Black Lütschine (flowing from the Grindelwald glaciers) down the valley to Zweilütschinen, and onwards to Interlaken: distance 12 miles, time about two hours.

For pedestrians or travellers on horseback the route by the Wengern Alp may be recommended, as follows:—

Leaving Grindelwald, the path ascends by the foot of the Eiger, past chalets and cottages dotting the mountain slopes. The Swiss chalets present a picturesque appearance on the green hill-side. Turning their honest gable-ends to the road, with the spreading eaves broadly protecting their exterior staircase and wooden balconies, quaint with fanciful carving and bright with climbing vines, these peasant homes of Switzerland cosily adorn the landscape, standing as foils to set off its glories, and aid the beauty of great Nature's handiwork.

At the height of 5,000 feet an establishment for the whey cure is attained. Still keeping upwards, where the vegetation grows scanty and the scene becomes barren and wild, we reach, in  $3\frac{1}{2}$  hours, the pass of





LOWER GLACIER, GRINDELWALD.

The Little Scheideck (6,788 feet). From this point the views are superb, comprising a full survey of the Mönch, the Jungfrau, the Eiger, and the Schreckhorn, the giant mountains of the Oberland, and the picturesque valley of Grindelwald from south to north. From this elevation the path descends, in about half an hour, to

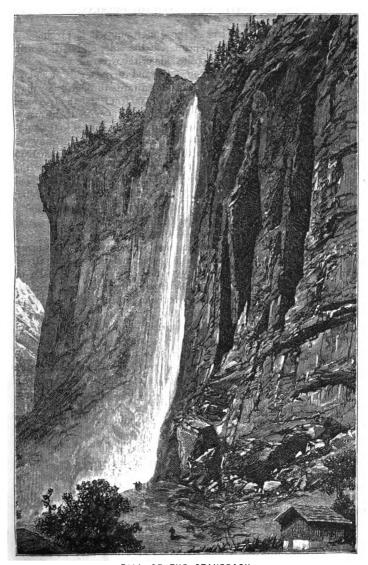
The Wengern Alp, a sloping pasture land lying under the shadow of the Jungfrau, overlooking the valley of Lauterbrunnen (6,184 feet). The Hôtel Jungfrau at this point will be found a convenient halting-place. Opposite the hotel, across the great gorge of the Trümleten Thal, rises the Jungfrau, the Maiden Queen of the Alps (13,671 feet), between the Silberhorn (12,156 feet) to the right, and the Schneehorn (11,204 feet) to the left, clothed in her snowy mantle. The summit is not visible from this position, being further southward.

From the Wengern Alp we descend through a pine wood, and, skirting the slopes of the Lauberhorn, through the shady pastures of Wengen, we reach the *Hôtel Silberhorn*, built on a rock overlooking the valley, and in about half an hour we arrive at the village of Lauterbrunnen. The entire descent from the Wengern Alp occupies about three hours.

Lauterbrunnen, a scattered village on the banks of the Lütschine, lies in a rocky valley half a mile in width. So precipitous are the limestone walls by which it is enclosed that the rays of the sun do not shine on it until seven o'clock during the summer, and until noon in the winter time. The Jungfrau rises to the left, and the Breithorn to the right. The name Lauterbrunnen means "nothing but fountains," being adopted from the fact that from the rocks above there are many streams and falls descending into the valley. The largest of these is

The Staubbach ("dust-stream"), falling in one leap from a height of 980 feet. The volume of water is not considerable, and it breaks into spray before its downward course is completed. It is not unlike a transparent lace veil of beautiful and changing patterns, as it trembles between heaven and earth in the sunshine and the breeze. Hotels—Staubbach: Gaze's and Caygill's coupons accepted. Du Capricorne: Cook's coupons accepted.

The Fall of the Trümmelbach may be visited; a pleasant hour's walk on the right bank of the Lütschine, and take turning to the left, to the entrance of the gorge. Steps with railings are provided (50 centimes admission), by which access is obtained to view the



FALL OF THE STAUBBACH.

torrent, fed from the glaciers of the Jungfrau, as it is precipitated with great force through an opening in the side, and strikes with a noise like thunder on the opposite side of the cavern.

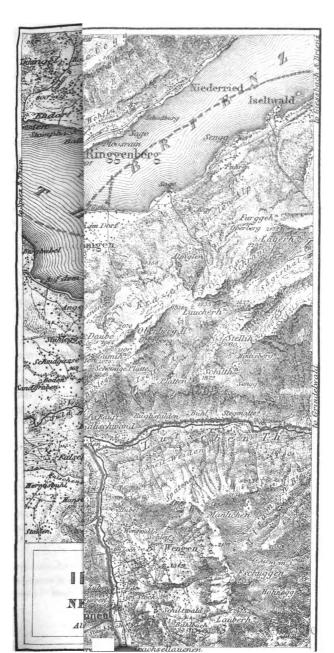
Lauterbrunnen to Interlaken.—A grand carriage ride or a glorious walk of 8 miles. The road leads downwards through the valley, whose precipitous walls rise upwards to 1,000 feet; and the trees and pastures which clothe the neighbouring heights with their many-shaded foliage impart an exquisite verdure and freshness to the land-scape, which must be seen to be fully appreciated. Half-way we pass the junction of the two rivers—the White Lütschine from Lauterbrunnen, and the Black Lütschine from Grindelwald, near the village of Zweilütschinen—and so onwards through the scattered chalets and cottages of Mülinen, Wilderswyl, and Matten. Passing the ruined Castle of Unspunnen on the left, we arrive in due course at the central locality of Interlaken.

Interlaken to Lauterbrunnen and Grindelwald.—For many travellers not adopting the foregoing excursion over the Great Scheideck from Meiringen, and who may arrive by the Lake of Brienz at Interlaken direct, it will be convenient to visit Grindelwald and Lauterbrunnen as an excursion taken from Interlaken. This may be comfortably accomplished by a carriage drive in one day, both points being included. Start early—not later than 7.30 A.M. Arrive at Lauterbrunnen by 9 o'clock. See Staubbach; rest and feed horses. Leave at 10.30, returning to the meeting-point of the valleys near Zweilütschinen, and diverge to the right through the romantic valley of Grindelwald, arriving at Grindelwald at 2 P.M. Two hours for the first glacier and grotto, by walking or by mule, and return—starting from Grindelwald at 4.30, and arriving at Interlaken about 6.30, as the evening shades begin.

## BRIENZ TO INTERLAKEN AND BERNE.

On arrival of the diligence at Brienz, the lake steamer is waiting in readiness to take on passengers. For those who may desire to rest at this point there is comfortable accommodation.

Brienz (population, 2,750) is a pleasant little town of wooden houses, at the base of the Brienzergrat. The inhabitants do a considerable trade in wood-carving, a fine collection of which may be seen in



the Repository. Connoisseurs and purchasers respectfully invited. Hotels—De l'Ours: Gaze's coupons accepted. De la Croix Blanche: Cook's coupons accepted.

### THE LAKE OF BRIENZ

is 9 miles in length, and about  $1\frac{1}{2}$  in width, and is enclosed by woods and hills. The snowy summit of the distant Susten is seen in the south-east, and the Thierberge to the right. On the southern side is the lowest fall of the Giessbach, near the landing-stage, and beyond is the pleasantly situated village of Iseltwald. Crossing to the north bank, the steamer calls at Oberried and Niederried. Note, further on same shore, the ruins of Ringgenberg Castle, standing conspicuously above the lake near the church; also the Tower of Goldswyl, on a hill in solitary state. The stream of the Lütschine descends on the south side into the lake, which now contracts, joining the Lake of Thun by a connecting channel named the Aar. The stopping-place of the steamer at the western extremity is Bönigen, where a railway takes the traveller, in ten minutes, to Interlaken Station. (Fare from Brienz to Interlaken—first class, 3 fr. 40 c.; second class, 2 fr.)

The Giessbach Falls.—As a rule, the tourist will leave the steamer at this point, spending the night in the neighbourhood of this most beautiful of Swiss waterfalls, the various cascades of which are every evening illuminated by Bengal lights, from June to September. An ascending tramway is provided by Messrs. Hauser Frères, the proprietors of the Giessbach Hotel, to convey passengers upwards to the terrace on which the hotel is built, 300 feet above the lake. There is also a good, winding pathway, which may be taken if preferred.

The Hôtel Giesebach—Gaze's and Cook's coupons accepted—stands on a plateau commanding a full view of the fall, as it descends from an elevation of 1,150 feet above the level of the lake, in a succession of seven leaps, among the dark foliage covering the adjacent heights. Pathways are constructed through the wood, conducting the tourist upwards over three bridges, from which the falls may be seen to advantage.

INTERLAKEN.

Landing from the steamer at Bönigen, as aforesaid, from Brienz or Giessbach, the traveller is conveyed in a few minutes by the "Bödeli" Railway to Interlaken, which is a considerable summer



FALLS OF THE GIESSBACH.

resort for travellers, forming a convenient centre for various Oberland excursions. The town consists principally of one long main street, of which the buildings are chiefly handsome hotels, many of them fronting southward, in full view of the giant form of the Jungfrau, which rises majestically heavenward, beyond an opening in the nearer heights. The upper or eastern part of this is

The Höheweg, a fine promenade, shaded on the south by many noble walnut trees. Near the Hôtels Suisse and Belvedere is the Kursaal, built with open veranda in the Swiss style, with reading-room, restaurant, etc. Concerts are given daily pro bono publico; but the visitor will find the item charged in his hotel bill, at the rate of 50 centimes per day. The Höheweg is continued westward by the street leading through the busier part of Interlaken, past the Post Office, and onwards to the railway station.

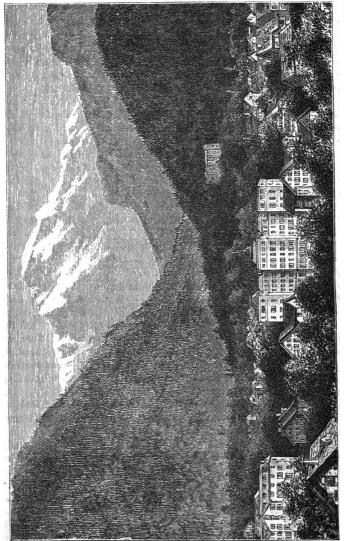
English Church Service at the Convent Church. Also Presbyterian service, in same building, near the eastern end of the Hoheweg.

Hotels and pensions are numerous and of good repute. The principal hotels are in the Hoheweg Avenue—the Ritschard, the Jungfrau, the Belvedere, the Schweizerhof, the Interlaken. These and many others are first-class establishments. Note especially Hôtel des Alpes and Hôtel Beau Rivage—Gaze's and Caygill's hotel coupons accepted; Hôtel Victoria—Cook's coupons accepted.

The *Hôtel Jungfraublick*, outside the town, on the slope of the Kleine Rugen, is a favourite resting-place with many. There are also several hotels of moderate pretensions in the village of Aarmühle (nearer station) and at Unterseen, as well as several private *pensions* (well spoken of), for the cheaper accommodation of visitors intending a more prolonged stay.

Unterseen (2,000 inhabitants) lies to the right, on north side of the Aar. The ancient quaint wooden church and wooden houses are worthy attention.

Excursions.—Ascent of the Kleine Rugen (2,420 feet), a finely wooded hill standing conspicuously in the environs, on the road to Wilderswyl. Paths ascending from the Jungfraublick Hotel, and leading round to the left through the trees, affording pleasant glimpses of the surrounding country, conduct to the covered platform (the Rugenhöhe) on the summit, commanding fine views of both lakes, Brienz and Thun, and the Jungfrau in the distance. The Heimweh-Fluh (2,220 feet) may also be easily ascended (west of the Kleine Rugen)



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from the ravine of the Wagnerenschlucht, in about half an hour. The Castle of Unspunnen, about two miles distant, may be readily visited. Turn to the right, diverging from the Wilderswyl road before reaching the village; or take the route through the Wagnerenschlucht, passing the Café Unspunnen on the left, including the foregoing ascent of the Heimweh-Fluh en route, if desired. The ascent of the Hohbühl, the Thurmberg from Goldswyl on the Brienz road, the Harder (appropriately named), and the Schynige Platte (6,790 feet), can also be made before leaving Interlaken.

#### INTERLAKEN TO BERNE, (Lake and Rail.)

Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.			Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.		
1.	Interlaken   E   Därligen   E   Steamer to   Scherzligen (Bail) Thun	fr. c.  3 50  3 80	tr. c.  2 00  2 20  2 20 2 70	fr. c. 2 00 2 10	24	Kiesen Wichtrach Münsingen Rubigen Gümlingen Ostermundingen	fr. c. - - - 6 15 -	fr. c. - - - 3 85	fr. c.

Leaving Interlaken by rail, we arrive in ten minutes at Därligen, the terminus of the Bödeli Railway, and the steamboat station on the eastern extremity of

eastern extremity of  $\longrightarrow$  THE LAKE OF THUN,

10½ miles in length and 2 miles wide, and 1,800 feet above the level of the sea. Leaving Därligen, the perpendicular cliff of the Beatenberg, on north side of lake, may be seen, with the Cavern of St. Beatus (the first Christian preacher of the district), "damp lodgings for one upon holy ground," with a voluminous stream rising in its midst. Passing the village and orchards of Leissigen, the two aspiring peaks of the Niesen and the Stockhorn (upwards of 7,000 feet) are seen rising grandly on the southern shore, with backward glimpses of the Jungfrau, Mönch, and Eiger. Steamer now stops at Spiez, a small village standing out on promontory, south bank of lake, with ancient château and the pleasant gardens of the Spiezerhof stretching to the water's edge (Cook's hotel coupons accepted). At the Hôtel Schönegg, picturesquely situated about half a mile inland, Gaze's coupons are accepted. Spiez is a convenient starting-point for Frutigen, Kandersteg, and the Gemmi. (See page 145.)

Crossing the lake northwards, the steamer calls at Gunten; fur-

ther on at Oberhofen—see romantic castle of Countess Pourtalès, lately restored—and, passing the village of Hilterfingen, arrives at

Scherzligen, the terminus of the Central Swiss Railway. At this end of the lake the north bank is bright and picturesque, with handsome villas and sloping gardens, between Gunten and Thun, pleasantly arranged on the shore, and enhancing the general beauty of this most charming locality. Half a mile from Scherzligen is the station at

Thun (population, 5,000), a picturesque town, situated on the Aar, and a commercial centre for Oberland trade. The church, standing in a prominent position, is attained by a long flight of covered steps from the bridge. The view from the churchyard is magnificent. Hotels.—Hôtel Bellevue: Cook's coupons accepted. Hôtel Baumgarten: Caygill's coupons taken. Grand Hôtel de Thoune: Gaze's coupons available. In the centre of the town is the old

Castle of Kyburg, with its square-turreted tower and pointed roof. Once the residence of the Counts of Thun. Erected in the twelfth century. There is the Federal Military School here, containing stores and manufactories of ammunition. For those interested in terra-cotta, majolica, etc., a good collection waits their inspection in the Keramic Museum.

Leaving the Scherzligen terminus near Thun, the Central Swiss Railway runs to Berne in one hour—distance, 20 miles. For half the time the mountain panorama is still visible, and as the train approaches the capital the chain of the Bernese Alps is seen from the left, between Gümlingen (junction for Lucerne) and Berne.

N.B.—In many cases it may be more convenient to take the foregoing route in the reverse direction. There are several through services daily from Berne to Interlaken, and thence to Lucerne by the Brünig Pass. In such cases, it will be necessary to consult the indications of route here given, reading backwards.

# ROUND TRIP FROM LAUTERBRUNNEN TO MÜRREN AND THE FALL OF THE SCHMADRIBACH.

(By the Upper Valley.)

This very beautiful excursion may be comfortably arranged in two days, including a visit to the Obere Steinberg, whence is obtained a



fine survey of the grand mountain and glacier district south of the valley. This being omitted, the trip may be readily made in one day from Lauterbrunnen.

The mule path, leaving the carriage road at a point more than half-way between the Steinbock Hotel and the Fall of the Staubbach, ascends to the right, curving southward, and twice crosses the waters of the Greifenbach. Ascending through the trees, it crosses successively the streams of the Fluhbächli, the Lauibach (fine cascade), and the Herrenbächli; and further onwards and upwards, bridges the narrow river of the Staubbach, about one hour from Lauterbrunnen.

Continuing the journey, in half an hour a saw-mill is passed, at an elevation of 4,925 feet; and, crossing the Spiessbach, the traveller, after another mile, emerges from the wood and arrives at a standpoint from which a glorious outlook is obtained. The hoary giants of the Oberland, crowned with snows of dazzling purity—the Jungfrau, the Silberhorn, the Eiger, the Mönch, the Breithorn, the Grosshorn, the Mittaghorn, the Tschingelgrat, the Tschingelhorn, and the Gspaltenhorn—stand revealed in all their imposing grandeur; while the nearer and precipitous heights of the Schwarze Mönch and the massive walls of the Ebne-Fluh, rising in the middle distance from the valley, form a noble fore-front to this most magnificent Alpine panorama.

Leaving this point, the path is continued through mountain pastures, for nearly two miles onwards, to

Mürren, a village situated 5,350 feet above the sea-level, whence are obtained additional views of the Sefinen-Furke (right) and of the Wetterhorn (left). At the *Hôtel Mürren* and the *Hôtel des Alpes* comfortable accommodation may be secured at ordinary rates, which are, however, a little in excess—and reasonably so—during the height of the season.

[Ascent of the Schilthorn (9,750 feet). This may be hence accomplished in about four hours. Guide recommended; fee, 7 francs. The path, practicable for horses, traverses the westward pastures, ascending to the hamlet of Allmend (good view from the Allmendhubel, 6,360 feet, near at hand, to the right); and onwards, through the valley of the Enge, to the rocks at the base of the mountain. We now ascend rapidly amongst the boulders, passing a memorial here erected (recording the death of Mrs. Arbuthnot, daughter of Lord

Rivers, struck by lightning on her honeymoon tour, 1865), to the ridge dividing the Kleine and Grosse Schilthorn; and so upwards, about one hour's climb, to the top of the mountain. The summit affords a beautiful and extensive survey of the Bernese Alps, and a grand view of the Jungfrau. The descent may be made through the interesting Sefinen-Thal if preferred; but the journey is longer than by the direct route, and is not recommended to female pedestrians.

Leaving Mürren, we take the leftward path, and cross the stream of the Mürrenbach, descending; in half an hour, to the village of

Gimmelwald. (Altitude, 4,550 feet. Hotel and Pension—Zum Schilthorn.) This place has been recently well spoken of by a correspondent of the Christian World as a pleasant and healthful summer resort for "tourists of moderate means" who may desire an economical and picturesque location of sojourn in the Bernese Oberland. The pension above mentioned is referred to with hearty commendation as "the boarding-house of Madame von Almen," where travellers "will find all they need for five francs a day, everything included, save wine." Such a rate is, of course, quoted for a lengthened stay, the advertised tariff of the house being six francs per diem, and very reasonable at that.

The summit of the Schilthorn is also readily attainable from Gimmelwald, and is recommended by this same writer as affording a view "ten times grander than that from the Rigi. Ride on horseback to the foot of the last cone, and then quietly walk up the last thousand feet. The Schilthorn is nearly twice as high, and commands the giants of the Oberland, being close upon them, with their majestic glaciers."

About a mile onward from Gimmelwald we cross the bridge of the Sefinen-Lütschine to a point somewhat precipitous and slippery, with the Lütschine Fall to the left, and soon after arrive at a division of roads. See direction post. Left, downward to Stechelberg. We take the path to the right, which conducts, in three-quarters of an hour, to

Trachsellauenen, a village on the bank of the Lütschine. (Hotel—Schmadribach.) Beyond the village, the path, or rather track, leads, by the left bank, past an old, dilapidated foundry, and ascends by the rocks of the Nadla, passing the hamlet of Unter-Steinberg, over the streams of the Schmadribach and the Thalbach, and the elevated

pastures beyond. We now climb the Holdri, and arrive at the Herdsman's House, in view of the

Schmadribach Cascade, a grand waterfall forcing its way from the Breithorn Glacier, and roaring downwards for 220 feet with a noise like thunder.

[The Obere-Steinberg. The chalet (5,800 feet) may be seen from the present stand-point, on the higher pastures, and may be attained from Trachsellauenen, with a guide, in about two hours, or, if preferred, direct from Mürren, in two hours and a half. A grand view of the Tschingel Glacier, and the Oberland peaks southward, is here obtained. (See next route.)]

Leaving Trachsellauenen, on the return journey, in half an hour we cross the impetuous waters of the Lütschine, at the village of

Sichellauenen, and about a mile ahead we arrive at the Stechelberg Bridge, and the level of the valley whence the carriage road commences; following which for about three miles we come to

Matten. Note, on the left, an imposing cascade of the Mürrenbach. Two and a half miles further, and we reach the *Dornigen Bridge*, where a bifurcation of the road occurs. Continuing the journey on the right bank of the stream, we soon pass the Rosenbach Waterfall, descending from a fissure in the mountain-side; and, shortly after, the Trümmelbach Cascade (see page 132), whence, in an hour, we arrive at Lauterbrunnen.

# THE UPPER STEINBERG TO KANDERSTEG, OVER THE TSCHINGEL PASS.

An imposing and somewhat laborious route, occupying ten hours. Guide desirable. At the Obere-Steinberg, accommodation for the night, in primitive style, may be obtained, six beds being provided in a building adjoining the chalet.

Starting betimes from the Obere-Steinberg, the path conducts along the west slope of the valley, with fine mountain views, to the

Lower Tschingel Glacier, two hours from the Upper Steinberg. Crossing the glacier and its farther moraine, at the base of the western rocks, we scramble up the steep ascent, including an awkward climb of the rock of the

Tschingeltritt\*—an elevation of nearly fourteen feet, rising at almost a perpendicular angle—and so toil upwards for three-quarters of an hour to the halting-place of a welcome greensward above, where a magnificent view rewards the climber. Following onwards across the debris of the rocks, we come in half an hour to the border of the great snow-field which stretches over the

Upper Tschingelfirn. In about ten minutes, keeping to the moraine on the left, we attain a point from which the passage of the glacier is commenced. This crossing occupies about two hours of gradual ascent—the use of the rope being necessary—leading to the summit of

The Tschingel Pass (9,270 feet), with a fine southward view of the mountains beyond. On the right of the pass stand the imposing heights of the Gspaltenhorn and the Gamchilücke; and on the left the Mutthorn rises nearly 10,000 feet skywards; while in the background (north-east) the gleaming snows of the Jungfrau and the Eiger repose in all their bright importance. Descending easily over the frozen snows of

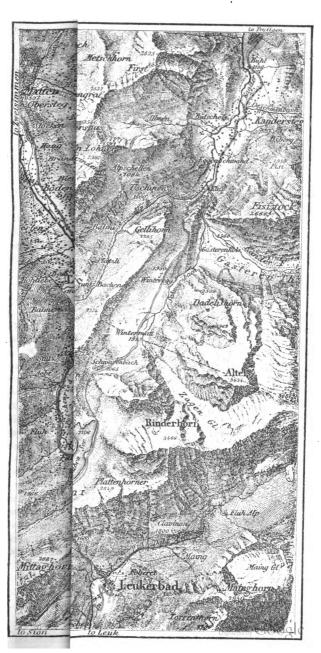
The Kanderfirn, the western arm of the glacier—overshadowed on the right by the precipitous heights of the Blümlisalp and the Freundenhorn, and on the south-east by the extensive boundary of the Lötschenthal-Grat—we attain a steep route over the rough stones of the moraine, on the left side of the snow-field, and soon after reach a grassy declivity, passing a point from which the great *Ice-fall* of the Kander Glacier may be seen. The path is now continued for two hours along the border of the precipitous moraine; descending beneath the shadow of the Doldenhorn to a bridge crossing the Kander, and onwards, through the wild and romantic valley of the

Gasterntial, to the hamlet of Gasterndorf (or Im Selden). Traversing a forest, and a wild stony district, through which the Kander rolls, we arrive in about an hour at

Gasternholz. To the north of the valley rises the noble Fisistock (9,200 feet), and southward the majestic peaks of the Balmhorn and the Altels soar aloft to the height of 12,000 feet. Continuing the route through the now expanding valley for another hour, we come to the defile of

The Klus, where the river rolls downward to the lower valley of the Kanderthal, following which for about twenty minutes we arrive at Kandersteg. (See next page.)

<sup>\*</sup> This "Tschingel-step" may be avoided by stepping round at the top of the glacier; a long detour, not recommended.



### SPIEZ TO LEUKERBAD.

(By Frutigen, Kandersteg, and the Gemmi Pass.)

June 1st to October 15th. Six Places.

Distance in Kilomètres.	Stations.	Fares. Coupé. Intérieu			
	Spiez	Francs.	Cents.	Francs.	Cents.
7	Heustrich	1	50	1	20
16	Frutigen	3	40	2	75
84 <u>}</u>	Kandersteg	-	_	5	75

A diligence runs twice daily from Spiez to Frutigen, and from Frutigen to Kandersteg: distance, 21 miles. The journey may be comfortably accomplished in pedestrian fashion in about seven hours; or it may be most conveniently taken by carriage, for two or four persons, at a moderate cost.

Travellers starting either from Interlaken or Thun may readily arrange for a carriage to wait their arrival at Spiez, to which point they would take an early steamer. The road ascends to Moos, joining the Thun road, and so to Spiezwyler, with fine view of the Niesen. Skirting the right bank of the Kander, through the villages of Heustrich (with sulphur baths of good repute), Mülinen, and Reichenbach, in good view of the Blümlisalp to the left, the road leads southward, crossing the river, and following its left bank, to

Frutigen, where the valley divides—the arm to the south leading on to Kandersteg, and that to the south-east diverging to Adelboden. At the *Hôtel Bellevue*, a convenient halting-place at lunch time, Gaze's and Cook's coupons are accepted. From the wooden veranda on the east side of the house a fine view can be obtained of the lofty Altels, the Blümlisalp, the Balmhorn, and the Kanderthal.

The road now crosses both streams, the Engstligenbach and the Kander, and passes through Bunderbach and Mittholz, near to which note square tower of the *Felsenburg* ruin. We now ascend the Bühlstutz by long zigzags (pedestrians may take short cuts following the wires of the telegraph), and soon after attaining the upper valley we arrive at the straggling village of

Kandersteg (3,840 feet above the level of the sea). A superb mountain panorama is here revealed—the Birrenhorn, the Blümlisalp, the Fisistöcke, the Doldenhorn, and the Gellihorn can all be seen.

(While waiting for dinner, a visit to the gorge of the Klus will be pleasant. Ascending to the head of the ravine, down which the torrent of the Kander falls over the intervening rocks, the grass-carpeted level of the Gasternthal is attained. It is easily accessible by a path near the *Hôtel de l'Ours*, skirting the left bank of the stream and ascending sharply to the upper valley.) Hotels—De l'Ours: Gaze's coupons accepted. Gemmi: Cook's, Caygill's, and Gaze's coupons.

The Gemmi Pass.—From Kandersteg the passage of the Gemmi commences. The journey can be made on foot or on horseback, the latter mode costing 20 francs each. Small items of baggage may be taken secured behind the saddle, but portmanteaus, etc., must be carried over the pass by porters, who may be hired for 10 francs each and 2 francs pourboire. The horses usually return from the summit of the pass, as travellers are not permitted to ride on the descent to Leukerbad.

Immediately beyond the *Hôtel de l'Ours* the road narrows and ascends in steep windings at the foot of the lofty Gellihorn, and over an open slope, then onwards through a forest of pines. At this altitude (two hours from Kandersteg) glorious views of the surrounding heights and glaciers repay the adventurous mountaineer. The road is continued in sight of the Altels (11,920 feet) and the Rinderhorn (11,370 feet); and, after passing a wild and stony district, we arrive in three hours at the welcome little hostelry of

Schwarenbach, at an altitude of 6,770 feet, where rest and refreshment may be obtained. The path continues on the ascent, and in about half an hour passes on the east side of the sullen waters of the Daubensee, at the height of 7,240 feet. This lake, supplied by the adjacent Lämmeren Glacier, is frozen for more than half the year; it is 1½ mile long. In ten minutes from the end of the lake, still ascending for more than 300 feet, we arrive at the

Summit of the Gemmi (7,550 feet). On a small plateau near at hand is a little inn, in front of which a most magnificent view is obtained. Immediately on the right are the heights of the Daubenhorn and the Wildstrubel, and in the distance, around and below, the Alps of the Valais and the Rhône valley are visible. To the left are the snowy peaks of Mischabelhörner and the Weisshorn; following these, to the right, are the Bruneckhorn, the Matterhorn, and the Dent Blanche; while far below, in the valley, lie the villages of Leukerbad and Inden, with the river Dala gleaming in the sunshine.

The descent is by means of a skilfully constructed road hewn in the face of a perpendicular wall of rock, parts of which sometimes overhang the pathway. The windings at the corners and steep places are protected by railings and parapets, so that no danger need be apprehended. A nervous traveller can always avail himself-or, more especially, herself-of the willing hand of a guide at those points where the descent seems unusually precipitous; and the downward journey, of about 2,000 feet, can always be made with perfect safety and enjoyment (Mark Twain notwithstanding) in less than two hours. In the course of twenty minutes after leaving the summit the traveller will pass the monument recording the death of the Countess of Herlincourt, who fell from her horse over the precipice and was killed in 1861. Since that time travellers are not allowed to descend the pass on horseback. By a short route through intervening fields, from the foot of the descent, the tourist arrives at

#### LEUKERBAD.

(population, 650), a small village of wooden houses in the valley of the Dala, surrounded by green and fertile pastures, and backed by the bare and precipitous walls of the Gemmi. It is principally frequented by reason of its thermal springs, abundantly supplying the bath-houses with warm water impregnated with lime, which is found curative of cutaneous diseases.

It is a strange sight to visit these baths in the season, when the cure is in full operation. The bathers, who remain in the water for several hours, are dressed in flannel; floating tables are employed, providing refreshments in shape of games, newspapers, and coffee. Visitors should not omit to shut the door and take off their hats, the greatest decorum in all things being duly observed.

Hotels.—De France: Gaze's coupons accepted. Des Alpes: Cook's coupons accepted. Brunner: Caygill's coupons accepted.

Excursions.—To Chermignon, for fine view of the Rhône valley and the Valais Alps; recommended to those who may not desire a laborious ascent. To the Fall and Glacier of the Dala, also recommended as above. Guides may be readily engaged.

Albinen.—Excursion to this village may hence be taken. Half an hour's walk will bring the tourist to the foot of a precipice on the left bank of the river. Here the perpendicular height is ascended by light rough ladders fastened to the face of the rock, the

steps of which are more than a foot apart. This should not be attempted by nervous persons, as the coming down again is difficult. At the top a good path leads to the little pastoral village of Albinen, 4,250 feet in altitude.

Ascent of the Torrenthorn (9,680 feet) and of the Galmhorn (8,080 feet) may be made from Leukerbad.

Omnibus and carriage route (10 miles) to **Leuk** station, in the Rhône valley. A beautiful descending ride of two hours through Inden by the fine ravine of the Dala. (See page 262.)

#### MEIRINGEN TO GLETSCH.

(By the Grimsel.)

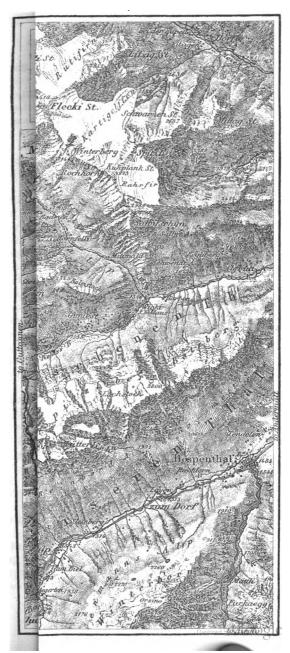
Horse to the Grimsel, 25 francs. Carriage and diligence road to Imhof; consult local tariff.

This route is most conveniently taken in two days, resting at the *Grimsel Hospice*, which may be attained in about eight hours from Meiringen.

Crossing the Aar, the road ascends the ridge of Kirchet, dividing the valley, and descends in long zigzags (straight cuts for pedestrians) to the village of

Imhof, where various routes diverge. [Excursions in the picturesque Urbachthal, for mountain and glacier expeditions, can be made from this point.] Continuing the road, we ascend, through rock-hewn paths and tunnelled passages, to Innere Urweid, onwards by the left bank of the Aar, and still mounting steeply by rocky ways and foaming torrents, we arrive at the village of

Guttannen—the surrounding pastures covered with stones contributed by mountain torrents. Through a wild and rocky country the path crosses the turbulent waters of the Aar, where the valley becomes narrower, bounded on the right by savage heights, while shattered rocks "lie scattered on the strand," the relics of avalanche and tempest. The waters of the Wissbach Glacier flow into the valley on the right. Crossing the Aar by the Schwarzbrunnen-brücke, the river becomes more rapid, forming a small cascade; passing which we soon arrive at the end of the valley, enclosed by a ridge of rocks and pine trees. Over this ridge of glacier-polished granite the path soon leads to



**Handeck.** Before reaching the inn, a road to the left conducts the traveller to a balustraded platform ( $\frac{1}{2}$  franc entrance) opposite

The Handeck Falls. The Aar here takes an abysmal leap of 250 feet, mingling with the clear waters of the Aerlenbach, which fall into the same chasm at a lower angle. The sight is a grand one: it is best seen between the hours of ten and one, when attendant rainbows, formed by the sunshine in the spray, lend their charming lustre to this magnificent cascade, which is one of the largest and finest in Switzerland.

Beyond Handeck the trees and vegetation become scanty by degrees; and the path leads over polished granite rocks, worn by the friction of ancient glaciers, near the fine waterfall of the Gelmerbach. The valley now becomes narrow and barren, unrelieved by trees or vegetation. The river Aar, reduced to a running brook, is frequently crossed by the path which leads onwards to the Räterichsboden, where are the two last solitary chalets of human habitation between Handeck and Grimsel. The rocky road still ascends through a mountain defile, and after a more level distance, the path crosses the river, and to the left reaches the small lake and

Hospice of the Grimsel (6,148 feet above sea-level), once a refuge, now an inn. This building (twice destroyed—by an avalanche in 1838, by fire in 1852) has risen phoenix-like from its ashes, and is now a substantial stone structure. Its accommodation is in great request during the season, when it is crowded with visitors.

From the rocky eminence of the Nollen, a short distance from the Hospice, the lofty Finsteraarhorn (14,000 feet), the highest peak of the Bernese Oberland, may be seen. Many grand mountain and glacier expeditions may be arranged, starting from the Grimsel. The vast glaciers which form the source of the Aar can be visited from this point. The route is comparatively easy, but a guide is necessary. The ascent of the Sidelhorn is also recommended.

An ascending path, marked by stakes and partially paved, leads in about an hour from the Hospice to the

Summit of the Grimsel Pass (7,100 feet above the sea-level). From this point the path, skirting the north side of the gloomy little lake of the Todtensee, descends the flowery slope of the Maienwand. Following this declivity for 1,300 feet, we reach, in about an hour and a quarter, the Rhône Glacier Hotel, Gletsch (Cook's coupons accepted), at the base of



LAKE AND HOSPICE OF THE GRIMSEL.

The Rhône Glacier. This great glacier, forming the source of the Rhône, lies between the giant heights of Gerstenhörner, the Gelmerhörner, the Galenstock, the Rhônestock, and the Dammastock; and in appearance is not unlike an immense frozen waterfall. It descends among the mountains, for a distance of 15 miles, in a succession of ice terraces; and, with its frozen waves and huge crevasses, presents a scene of grandeur wonderful to behold. There is an artificial *Ice Grotto*, which is worth visiting, not far from the hotel: admission, half a franc.

From Gletsch and the hotel before named, the journey to Hospenthal is made by diligence over the Furka route; also by diligence to Brieg in the Rhône valley. (See page 173.)

#### MEIRINGEN TO ENGELBERG.

(By the Engstlen Alp and Joch Pass.)

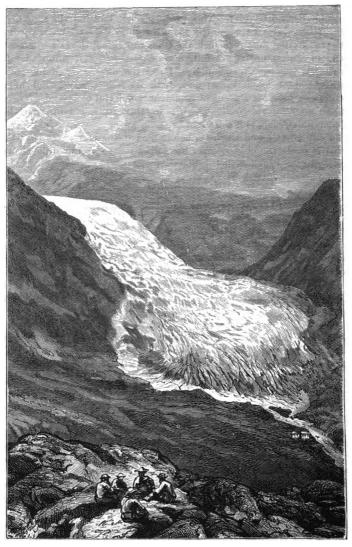
For travellers visiting the favourite health-resort of Engelberg from the Oberland district an interesting journey may be made, as above, on foot or on horseback, across country in about ten hours.

Carriage road to Imhof, crossing the Aar, ascends the Kirchet hill (2,315 feet), and descends by a winding route (pedestrian short cuts) to

Imhof (Hotels—Imhof and Alpenhof), chief village of Innert-kirchen, situated at the entrance of the Urbachthal. [At the head of the valley is the great Gauli Glacier. An interesting exploration may be made from Imhof to the Alp Schrättern and the Matten Alp, at the foot of the aforesaid glacier.]

From Imhof take route leading eastward, in twenty minutes, to Wyler, thence to left, crossing the Gadmenbach. Again turn left, and mount for the next hour, through the fields and woods, to the Lauenen chalets at the commencement of the Gentelalp. Skirting the right bank of the Gentelbach, about a mile onwards to the bridge, the path gradually mounts by a somewhat uninteresting route. By steady progression for the next hour and a half we arrive at the Schwarzwaldhütten (4,595 feet), from which point the prospect becomes more imposing. On the right are the waterfalls from the heights of Gadmer Flühe, and the path leads onwards to the

Achtelsassbache, eight cascades in close proximity to each other. We now cross the stream of the Engstlenbach, and climb through



THE GALENSTOCK AND THE RHONE GLACIER.

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the mountain forest, with fine backward views of the Bernese Alps, to the elevated pasture-land of the

Engstlen Alp (6,035 feet), an oasis in the desert, with fine stonepines and magnificent views. There is here a comfortable inn, at which, if time permit, travellers should rest for the night, enjoying the pleasant surroundings more at leisure. Eastward rise the Wendenstöcke and the Titlis; the Graustock on the north; and the Wetterhorn, south-west. The Blümlisalp and the Schreckhörner may also be seen, right and left respectively. Near the hotel is the Wunderbrunnen (Wonder Well). The water of the spring flows only during rainy weather and in early summer, when the snow melts and while the morning sun shines. In the evening it is dry again.

[Ascent of the Titlis (10,630 feet), about four hours from the inn, at which guides may be engaged. The route is by the Joch Pass, whence the path ascends through the rocky débris and the snow. Rather hard work. An early start is necessary. Less difficult ascents from this point may be recommended to the Schafberg (7,960 feet) and the Geissberg (8,715 feet), whence grand views may be obtained.]

The onward road proceeds by the side of the Engstlen-See, a lake more than a mile in length, and ascends, in an hour, to

The Joch Pass (7,245 feet). On the upward path, views on the right of the Joch and Pfaffen Glaciers and the Wendenstöcke (9,995 feet) are disclosed, but the prospect from the summit is not comprehensive.

We now descend by a rocky path to the Obere Trübsee Alp and the small *Hôtel Zum Alpenclub*, near the side of the Trübsee Lake, in full sight of the snow-fields of the Titlis; then onwards, through the marshes of the valley, to the right of the Trübsee, to the steep rocks of

The Pfaffenwand. The descent by zigzag paths, occupying half an hour, should be carefully made. Thence over the Gerschni Alp (4,130 feet) the route leads through the pines, over the river (Engelberger Aa), and arrives at

ENGELBERG.

situated in a sheltered though lofty position, 3,315 feet above the sealevel, a well-known health-resort, frequented by nervous invalids. The whey cure is also here recommended and adopted.

The Abbey of Engelberg (Benedictine) is a handsome building near the village. It dates from the twelfth century, but has been rebuilt since it was burned, 1729. The Library contains an excellent relief of the Engelberg district. In the Church and Chapter House are several modern pictures. Visitors desiring to view these should apply to the abbot for permission and appointment. There are beautiful river-side promenades on the shady left bank of the Aa within a short distance.

Hotels.—Sonnenberg: Cook's coupons accepted. Titlis and Engel: Gaze's coupons available. Also Engelberg, Des Alpes, and Pension Müller.

Excursions.—The End of the World (End der Welt) may be reached in about an hour. It is a basin among the rocks at the end of the Horbisthal. This expedition may include a visit to the Tütschbach cascade (descending from the Hahnenberg). The Wang Alp, about an hour's walk (4,115 feet), commands fine views of the Urirothstock, the Rothstock, and the Engelberg mountains. For a grand view of the Titlis a visit should be made to the Fürren Alp (6,075 feet), which can be accomplished in three hours. Guides are not necessary for these excursions.

Mountain Ascents.—The Engelberger Rothstock (9,250 feet); the Urirothstock (9,630 feet); the Hutstock (8,790 feet); the Rigithalstock (8,515 feet); the Widderfeld (7,725 feet); the Geissberg (8,905 feet); the Gross Spannort (10,585 feet); and the Titlis, best ascended from the Engstlen Alp. (See preceding page.)

Pedestrian Routes.—To the Stein Alp, over the Wenden Joch (8,695 feet), eleven hours: tiresome, but remunerative. To Wasen, by the Grassen Pass (8,920 feet), ten hours: hard work. To Erstfeld, over the Schlossberg-Lücke (8,640 feet), or by the Spannort Joch (9,615 feet), about ten hours: pleasant, but toilsome.

## ENGELBERG TO ALTDORF AND ERSTFELD.

(By the Surenen Pass.)

The road passes the Tätschbachfall, and proceeds by the right bank of the Aa to Nieder Surenen, about an hour and three-quarters from Engelberg. At this point is the boundary of the Uri Canton. The route now ascends the Stäffeli in half an hour, whence we mount by a longer and steeper climb to the Stierenfall, and onwards in three-

quarters of an hour to the Chapel of the Blacken Alp (5,835 feet). The upward path leads eastwards, often encumbered by snow, to the summit of

The Surenen Pass (7,565 feet), with the heights of the Blackenstock rising on the north to an altitude of 9,590 feet. Snow is always lying in this pass. The views east and west are magnificent, including the Titlis, the Gross and Klein Spannort, and the Schlossberg, as well as the further survey eastward of the Windgelle and heights surrounding the Schächenthal and the distant hoary peak of the Glärnisch.

From this elevation the road descends in one hour to the Waldnacht Alp (4,755 feet), afterwards reaching a stone bridge, where the route divides. Following straight onwards and downwards we reach

Altdorf in about an hour and three-quarters. (See page 158.) The road, diverging to the right across the bridge, leads in two hours to

Erstfeld, descending by the Bockitobel (see falls of the Waldnachtbach) through the woods to the fields and pastures of the St. Gotthard route.

# ENGELBERG TO STANSSTAD AND LUCERNE.

(By diligence, 14 miles to Stansstad, twice daily; thence by lake steamer in forty minutes to Lucerne, four times daily.)

# ENGELBERG TO STANSSTAD. (Six Places.)

Distance in Kilomètres.	Stations.	Fares Intérieur		Fares Coupé.	
	Engelberg	Francs.	Cents	Francs.	Cents
8, 4	Grafenort	1	90	2	60
18, 6	Stans	4	00	5	50
22, 2	Stansstad	4	60	6	20

From Stansstad to Lucerne, by Lake Steamer.

Leaving Engelberg, fine views are obtained of the Engelberg valley, with its triple boundary of snowy peaks, among which the majestic Titlis stands in prominent importance. In two miles' distance we reach the little "Im Grünen Wald" Inn, high above the valley, where, on the left, the stream from the Trübsee unites with the turbulent waters of the Aa. Descending for three miles through pleasant woods, we arrive at

Grafenort, comprising a farm, a chapel, and an inn, the property of the Engelberg monks.

At the further distance of 23 miles the village of

Wolfenschiessen is attained (Hotels—Eintracht and Kreuz). The road traverses the valley of the Engelberger Aa, and crosses the river near Thalwyl. See the village church at some elevation to the left, at the mouth of the Steinbach. On the right, situated at a considerable height from the valley (3,830 feet) is the health-resort of Nieder Rickenbach. As we proceed onwards, the road passes between the Buochserhorn (5,935 feet) on the right, and the Stanserhorn on the left (6,230 feet), and leads, in 4½ miles, to

Stans, the capital of Nidwalden, situated in a fertile valley begirt with mountain heights. For three months in early winter sunshine visits the locality only for one hour daily. There is a fine old church, and near at hand the marble Monument (by Schlöth) of Arnold von Winkelried, whose coat of mail is kept in the arsenal. A massacre of many of the inhabitants by the French at the close of the last century is recorded on a tablet in the churchyard chapel. In the Hôtel de Ville may be seen a collection of portraits of the mayors of Stans for nearly the last four centuries. The ascents of the Stanserhorn and the Buochserhorn may hence be made without the assistance of a guide, unless so preferred. Hotels—Engel, Krone, and Röseli.

Leaving the village, the road proceeds for two miles through the intervening fields and orchards to the *stad* or harbour of Stans, skirting the base of the Bürgenstock, on the south-western shore of the Lake of the Four Cantons.

Stansstad. (Hotels—Winkelried, Rössli, Freienhof, and Schlüssel.) The turreted Schnitz Thurm, more than five hundred years old, was originally built when the Switzers were defending their liberties against their Austrian tyrants. From this point the traveller can take steamer to Alpnach, or northwards to

Lucerne, at a trifling cost.

# MEIRINGEN TO WASEN.

(By the Susten Pass.)

The journey occupies twelve hours by horse or on foot. An interesting route for "the merry users of their legs," with fine mountain scenery.

Meiringen to Imhof. (See page 151.) The Susten route here strikes eastward through fields and pastures, skirting the Gadmenbach to Wyler, and crosses the river to

Mühlestalden, nearly two hours from Imhof, at the north-western entrance of the Triftthal valley.

[Mountain Excursions and Ascents.—Take guides from Mühlestalden,—glacier work ahead. First five hours to the Club Hut, which may be taken as the starting-point for mountaineers. Ascend on left bank of the Triftbach, and by the side of ice-fall to the Windegg chalet (6,240 feet), cross the glacier, and climb rocky height of the Thältistock to the Club Hut (8,260 feet), with grand view of the Trift Glacier.

From this Hut the ascent of the Schneestock (11,670 feet), the Thieralplistock (11,180 feet), the Diechterhorn (11,120 feet), and the Dammastock (11,930 feet) may be made without much difficulty or danger.

Pedestrian Routes to Guttannen, over the Furtwang Sattel (8,395 feet); to the Stein Inn, in the Susten Pass, by the Stein Limmi (8,975 feet); and to the Grimsel Hospice, the Rhône Glacier, and the Furka, over the Trift Limmi (10,170 feet).]

Crossing the Gadmenbach, the route ascends through the picturesque Gadmenthal, via Schaftelen and Füren, in about an hour and a half, to

Gadmen, a scattered village, with inn in beautiful position. Onwards through the bright valley, upwards through the forest by many zigzags to the hamlet of Feldmoos (4,935 feet), and by the wild and dreary district of the Hölle, the path leads, in two hours and a half, to the

Gasthaus am Stein, situated near the great Stein Glacier, at an elevation of 6,120 feet above the sea-level.

[Pedestrian Routes hence to the Göschenen Alp, over the Susten Limmi, and by the Thierberg Limmi, both toilsome, including passes of over 10,000 feet. The ascent of the lofty Brunnenstock (11,520 feet) from Am Stein is recommended. Laborious, but remunerative.]

From Am Stein, the road ascends, overlooking the glacier encircled by the grand peaks of the Gwächtenhorn, Sustenhorn, Susten Limmi, Thierberg, and Giglistock, and in an hour and a half reaches

The Susten-Scheideck, the highest point of the pass (7,420 feet). We now descend to the river Meienbach, with grand mountain sur-

roundings. See the Guferplatten Alp (5,730 feet) and the Susten Alp (5,770 feet), left and right respectively. Onwards through the valley, over the gorge of the Gorezmettlerbach, the road leads to

Meien, a scattered village below. Thence, descending from the Meienthal (see remains of intrenchment built during the feuds between Catholics and Protestants in the Toggenburg War, 1712, afterwards destroyed by the French), we cross the railway, and arrive at

Wasen, on the St. Gotthard route. (See page 168.)

#### LUCERNE TO BIASCA.

(St. Gotthard-91 miles.)

Distances—Lucerne to Flüelen (see page 85), 23 miles; Flüelen to Hospenthal,  $27\frac{1}{2}$  miles; Hospenthal to Biasca,  $40\frac{1}{2}$  miles. The journey should be broken at Andermatt or at Hospenthal.

The St. Gotthard Railway, recently constructed, and completed in June 1882. (See page 162.) By this line the traveller will accomplish in a few hours a journey which formerly could be only performed by diligence or carriage over mountain roads. For tourists in search of the picturesque, the old St. Gotthard route, as taken by road, will retain its charms. A cursory notice of its main points and beauties is subjoined.

From Lucerne to Flüelen by lake steamer. (See page 85.) Leaving Flüelen by carriage, the road leads, in 2½ miles, to

Altdorf, in a fine valley, begirt with mountain heights. This little town was the scene of the traditional exploits of Tell. His statue occupies the spot where he made his famous shot, at the command of Gessler, at the apple placed on his child's head; and a fountain marks the place where stood Tell junior, waiting the result.

Past Altdorf the road passes the Schächenbach, near its union with the Reuss, and so onwards to Klus and Silenen. Here is a grand view of the pyramidic Bristenstock (10,090 feet) and the tower of an old castle at Silenen. As we approach Amsteg, the ruins of a castle, said to have been built by Gessler, may be seen on a rocky eminence to the left.

Amsteg is a compact and substantial-looking village, at the end of the picturesque Maderaner Thal. The road now crosses the Reuss (notice St. Gotthard Railway on the left), which foams and rushes onward in its deep ravine, with many a grand cascade.

[The Maderaner Thal, a beautiful valley, "shut in by Alpine hills from the rude world," should be visited from Amsteg, for a sight of the Hiff Glacier, and the interesting excursion thereby involved. On the north of the valley rise the Grosse Scheenhorn, the Grosse and Kleine Ruchen, and the Windgellen mountains, to altitudes of more than 10,000 feet; on the south, the Oberalpstock, Düssistock, Weitenalpstock, and Bristenstock rear their lofty crests heavenward: while the impetuous stream of the Kärstelenbach hastens through the valley to join the waters of the Reuss. The path leads from Amsteg, on the left bank of the river, winding upwards to St. Antons-Kapelle, and thence by a pleasant and pastoral route to the little village of Bristen. Crossing the Kärstelenbach, it ascends, and, in half an hour, again crosses the river to its left bank, and onwards to Am Schattigen Berg. Thence we mount, three-quarters of an hour, by a somewhat steep ascent to the top of the Lungenstutz (auberge); and at the cross, about half a mile from the inn, can obtain a splendid view. Crossing the Griesbach, and through the pines, we pass the Stössi chalets; afterwards Balmwald, a cluster of houses on the left: and in an hour arrive at the

Hôtel Alpenclub, picturesquely situated more than 3,000 feet above the St. Gotthard road at Amsteg, and about three and a half hours' walk therefrom. Various mountain expeditions may be made from this point. A beautiful walk of less than an hour, within sight of the Lammernbach and Stäuberbach Cascades and other waterfalls, will bring the tourist in full view of the grand Hüfi Glacier, the source of the Kärstelenbach, whence the return to Amsteg may be made by the Staffeln; ascending to the Alp Gnof (6,235 feet), and the Staffelalp (6,290 feet), with comprehensive survey of the Clariden Pass, the Hüfi and Tschingel Glaciers, the Crispalt, Galenstock, Spitzliberg, and surrounding mountains.

The ascent of the Oberalpstock (10,920 feet) from the Hotel Alpenclub may be recommended as comparatively easy—by the Brunni Pass and over the Brunni Glacier. There are several other ascents here possible, but they will be found difficult and toilsome. Trustworthy guides may be engaged at the hotel.]

The Route of the St. Gotthard commences at Amsteg. The road passes through Inschi, and many times crossing the Reuss proceeds through grand and romantic scenery by Wasen and Wattingen to Göschenen. (The railway here crosses the Reuss, and the great St.

Gotthard Tunnel—upwards of 9 miles long—commences.) Past Göschenen begins the great defile of

Schöllenen, continued for nearly 3 miles "between walls of shadowy granite in a gleaming pass," with the foaming torrent of the Reuss dashing at their base. The winding road ascends steadily upwards, passing a covered gallery 180 feet long, where the avalanches mostly are dangerous, and further on, at the southern end of the defile, attains the

Devil's Bridge, 4,593 feet in altitude, with its single span of massive granite, 26 feet wide, over the wild and romantic abyss where falls the tumultuous torrent of the Reuss 100 feet below. The old moss-covered bridge lower down is not now used, but still remains a memento of the terrible struggle which took place here between the French and the Austrians in 1799. The road still ascends in upward windings through the gloomy tunnel of the

Urner Loch, and emerges on the beautiful valley of

Urseren, its peaceful pastures contrasting with the wild and desolate district now left behind. The Reuss flows through its midst towards the great and sombre gorge of the Schöllenen, lately passed. We now arrive at

Andermatt, the chief village in the valley, of which a fine survey may be obtained from the Mariahilf Chapel. Accommodation can be had by travellers resting at this point at the Hôtel St. Gotthard—Gaze's coupons accepted; and Hôtel Bellevue—Cook's and Caygill's coupons accepted. Resuming the journey, we come, in 2 miles, to

Hospenthal, also a favourite halting-place. At this point the road for the Furka Rhône Glacier and Brieg (valley of the Rhône) diverges to the right. (See page 173.) An old hospice in the locality—which was, but is not—gave its name to the place. Hotels—Lion d'Or: Gaze's and Caygill's hotel coupons accepted. Meyerhof: Cook's and Gaze's coupons accepted.

The road now ascends in many windings through a dreary valley near an arm of the Reuss coming from the Lake Lucendro, enters the Canton of Ticino, finally crosses the Reuss by the Rodont bridge, and attains the summit of the

St. Gotthard Pass, at an elevation of 6,935 feet. The scene is comprehensive and grand. Many mountain peaks, great glaciers, and numerous lakes are included in the view. In about a quarter of a mile from the top of the pass we come to the Albergo del S. Gottardo, near to which is the *Hospice*, erected, like "Watt's Charity" at Rochester,

for the accommodation of "nine poor travellers." We now descend, crossing the Ticino, and traverse by many long windings the gloomy Val Tremola, the region of snow-storm and avalanche. On the road there are several "refuges" for the belated wayfarer. Still descending, in about two hours the village of

Airolo is reached, more than 3,000 feet below the summit of the pass. At this point is the southern entrance of the

St. Gotthard Tunnel, commencing at Göschenen, on the Swiss side, and now open for traffic. (See page 159.) The railway has been in full operation since midsummer 1882; but the carriage route over the St. Gotthard, as now described, will always possess its own attractions for the majority of Swiss tourists. The Hôtel de la Poste is a convenient resting-place: Cook's coupons accepted.

[Airolo to Locarno (by the Maggiathal).—An interesting route, occupying 12 hours. Take guide from Airolo to Fusio, and proceed by the Sassello Pass (7,700 feet), crossing the mountain range to the Val Lavizzara, where the path turns eastward by Corte and Sambucco to Fusio. Here a carriage road commences (diligence service to Locarno once daily—6 hours; fare, 7 francs 50 centimes). Hence, 4 miles to Peccia, at the entrance of the Val Peccia; and, via Prato and Broglio, 6 miles downwards through the Val Broglio to Bignasco (Hotel—De la Poste), at the mouth of the Val Bavona. The journey is continued, 1½ mile, to Cevio (Hotel—Piazza Grande), at the entrance of the Val Rovana; thence by the villages of Someo, Giumaglio, and Coglio, 5 miles, to Maggia, the capital of the Maggiathal. Descending by the course of the Maggia river, with its numerous waterfalls, for about four miles onwards, we pass the Ponte Brolla, and in half an hour arrive at Locarno. (See page 287.)]

From Airolo the route proceeds, still descending, through picturesque valleys and romantic scenes, past ancient ruins and rushing rivers, to

Dazio Grande, a small hamlet, beyond which it enters the grand and gloomy ravine of the Monte Piottino, where the torrent of the Ticino roars along and falls at many intervals over the rocks of the gorge. From

Faido, the capital of the Levantina valley (Hotel—Angelo, accepting Gaze's coupons), the scenery becomes more especially Italian, with numerous campanili (bell-towers) adorning the landscape. Cascades and rocky cliffs gradually give place to vineyards, mulberry and chest-

nut trees, and gardens, as the winding zigzags of the route descend to the bottom of the valley, passing another fine waterfall of the Ticino, to the picturesque village of

Giornico, with its old tower and fortifications. Leaving Giornico, we see to the right the beautiful *Cramoscina Waterfall*; and passing Bodio, through the pleasant Riviera, where vines and fruits of sunny Italy abound, we arrive in due course at

Biasca. (See page 172.)

#### THE ST. GOTTHARD RAILWAY.

The Alpine group of the St. Gotthard, with its surrounding and diverging mountain ranges, forms a grand barrier, dividing Central Europe from Italy, over which the only transit possible, previous to the summer of 1882, was by the carriage route above described, traversing the wild, ascending valley of the Reuss, the Urseren Thal, and over the mountain heights of the St. Gotthard to the valley of the Ticino. Until the commencement of the present century the road was a rough one, with primitive wooden bridges poorly constructed by the mountaineers. The newly opened roads (1818-1823), eastward of the Bernardino and the Splügen, occasioned a very considerable diminution of traffic by the central route of the St. Gotthard; and the inhabitants of the district set to work in earnest to improve the road. With the help of the Swiss Confederation and the Canton of Lucerne, a good highway was constructed on the northern side, and soon afterwards extended over the pass to Airolo. The entire route was completed in 1830, and the excellent services of the Swiss Federal Post were afterwards established.

In the more modern days of international enterprise, the construction of a railway passage through the Central Alps of Switzerland was projected; and in the autumn of 1853, a Cantonal Conference, held at Lucerne, memorialized the Federal Council on the desirability of railway communication by the St. Gotthard route. Other schemes were discussed, but eventually, in 1866, the Italian authorities gave their adhesion to the project; Prussia, Baden, and Wittemberg followed with their sanction; and in October 1869 an agreement was concluded between Switzerland and Italy, the German Empire becoming a party to the treaty after the termination of the Franco-Prussian War, 1871. Thereupon the St. Gotthard Railway Company was formed, and the important undertaking was

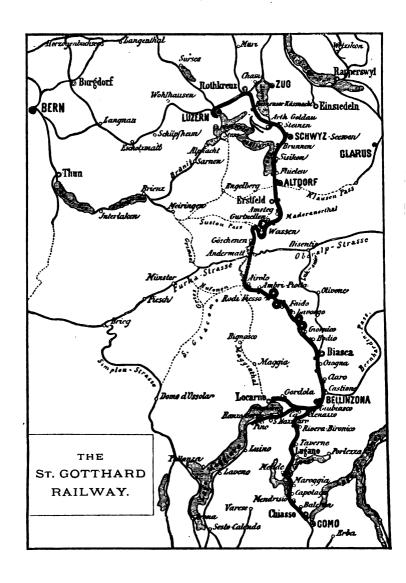
inaugurated. The Great Tunnel was commenced from both sides in the autumn of 1872, under the supervision of M. Louis Favre (of Geneva), and the other works of the railway, north and south, were proceeded with "in active preparation." The progress of construction was somewhat delayed for want of funds, the amount required being much in excess of the original estimate; but eventually (January 1879) the Governments of Switzerland, Italy, and Germany came to the rescue, and contributed the needful cash to balance. Total cost, £6,800,000. Operations were energetically resumed, and the St. Gotthard Railway, notwithstanding much opposition and many difficulties, has become un fait accompli. The complete line of communication from Lucerne to Biasca, connecting with the Monte Cenere Railway to Chiasso, was opened for public traffic on the 1st of June 1882.

By this new mountain railway—a marvellous triumph of modern engineering skill—traversing the grand valleys of the Reuss and the Ticino, and piercing through the granite heart of the Alps, the traveller may proceed from Lucerne to Milan, via Biasca and Chiasso, in 9\frac{3}{4} hours, including 30 minutes' necessary interval for luncheon at Göschenen. This new line forms a grand highway for international travel, and brings into speedy connection the northern points of Switzerland—Bâle, Zurich, and Lucerne—with the system of Italian railways converging at Milan, constituting a direct line of central communication in Europe between Germany and Italy.

The St. Gotthard Railway, properly so called, 152 miles in length, and with fifty-nine tunnels, commences at Immensee, on the Lake of Zug, where it joins a line from Rothkreuz, on the Zurich and Lucerne Railway.

The approaches to the great mountain passage on either side are remarkably and skilfully constructed. The spiral tunnels lifting the level of the railway through the mountains are novel features in engineering science. Many abrupt changes occur in the Alpine valleys to which the line must be adapted. This has been accomplished by means of these spiral tunnels, constructed in the mountains with a steep gradient and sharp curve, so that on emerging the line crosses its former course at a much greater elevation. In the valley of the Ticino south of Airolo there are such spirals at Travi, Piano Tondo, Faido, and Freggio, and there are three others on the northern side of Göschenen—namely, at Wattingen, Leggistein, and Pfaffensprung.

Commencing at Immensee, where the line connects for Zurich



and Lucerne, it proceeds round the base of the Rigi, by the stations Arth-Goldau, Steinen, Schwyz, and Brunnen, skirting the Lake of Uri by Sisikon to Flüelen and Altdorf, from which point it mainly follows the southward course of the old St. Gotthard road, ascending from Erstfeld, via Amsteg, Gurtnellen, and Wasen, to Göschenen, at an elevation of nearly 4,000 feet above the sea-level, at the northern entrance of the St. Gotthard Tunnel, which passes in a straight line to the Italian side, terminating at the Airolo Station. The line descends, via Ambri, Fiesso, Faido, Lavorgo, Giornico, to Bodio and Biasca. From Biasca, the communication is continued, via Monte Cenere and Lugano, to Chiasso and Milan.

For those who may desire speedy travel to Italy or the Italian lakes this route is recommended. It will be pleasantest in ordinary travel to break the journey. Leaving Lucerne by morning steamer, take rail at Brunnen or Flüelen, and proceed to Biasca, arriving in the afternoon, where the journey may be conveniently broken, and resumed by early train on the following morning.

### LUCERNE TO BELLINZONA.

(By rail, 107 miles.)

Dist. in	Stations.		Fares,		Dist. in	Stations.				res.		
Kils.		1st Cl.	2nd Cl.	3rd Cl.	Kils.		lst	CI.	2nd	CI.	3rd	CI
		fr c.	fr. c.	fr. c.			fr.	c,	fr.	c.	fr.	c.
	Lucerne		l	1	88	Wasen	10	00	7	00	5	00
8	Ebikon	0 85	0 60	0 45	96	Göschenen	11	45	8	05	5	75
14	Gisikon	1 45	1 05	0 75			1		İ			
18	Rothkreuz	1 90	1 35	0 95		THE TUNNEL.	1		1			
26	Immensee-	ĺ	!		112	Airolo	14	30	10	00	7	45
	Küssnacht	1 90	1 35	0 95	118	Ambri-Piotta	15	55	10	90	7	75
34	Arth-Goldau	2 85	2 00	1 40	123	Rodi-Fiesso	16	45	11	55	8	25
39	Steinen	3 35	2 35	1 70	131	Faido	17	95	12	55	8	95
42	Schwyz-Seewen	3 65	2 55	1 85	138	Lavorgo	19	20	13	45	9	60
46	Brunnen	8 95	2 80	2 00	145	Giornico	20	45	14	30	10	20
52	Sisikon	4 60	3 20	2 30	151	Bodio	21	45	15	05	10	75
58	Flüelen	5 20	8 65	2 60	157	Biasca	22	60	15	85	11	30
61	Altdorf	5 55	8 90	2 80	163	Osogna	23	25	16	25	11	65
67	Erstfeld	6 15	4 30	3 10	169	Claro	23	85	16	70	11	95
72	Amsteg	7 10	4 95	3 55	173	Castione	24	30	17	00	12	15
80	Gurtnellen	8 55	6 00	4 30	176	Bellinzona	24	60	17	20	12	30

Leaving Lucerne, the rail turns eastward, crossing the Reuss and skirting the Rothsee, and proceeds by the Zurich line, passing the stations of Ebikon and Gisikon, to Rothkreuz Junction (see page 163), at which passengers from Zurich join for the St. Gotthard route; thence southward, on the west bank of the Lake of Zug, and within view of the Rigi, to

Immensee (Hotel—Rigi), the first station on the St. Gotthard Railway, 1,500 feet above the sea-level, and about two miles from Küssnacht, situated on the northern arm of the Lake of Lucerne. Near Immensee ( $\frac{3}{4}$  of a mile) is the Hohle Gasse (Hollow Road), the locality where, according to tradition, the tyrant Gessler was slain by William Tell. A small memorial chapel, "still erected nigh," commemorates the deed. The line now skirts the base of the Rigi, and next arrives at the station of

Arth-Goldau (Hotel—Rössli), at a short distance from Arth, at the southern end of the Zug lake, the terminus of the Arth-Rigi Railway (see page 82); passing onwards through shattered rocks and debris—mementoes of the terrible landslip of the Rossberg which overwhelmed the village and valley with sudden and frightful destruction in 1806—and curving by the Lake of Lowerz, with its ruined castle standing picturesquely on the small island of Schwanau (once an Austrian stronghold, stormed and dismantled by the Swiss peasantry in mediæval times). The lake is 3 miles in length, and 2 miles wide. Its depth is inconsiderable, and in winter it forms an excellent skating-rink. The line soon arrives at the village of

Steinen (Hotel—Rössli), nestling among surrounding fruit and walnut trees. It is celebrated as being the birth-place and the home of Werner Stauffacher, one of "the dauntless three," the leaders of the memorable patriotic convention held on the shores of Rütli, November 7th, 1307. (See page 89.) A short distance from the village, a memorial chapel marks the spot where Werner's house formerly stood. Good view of the Mythen and north bank of the Lowerz Lake. The line now gradually ascends to the station of

Schwyz-Seewen. Seewen is a pleasant little village, at the southern end of the Lake of Lowerz, with mineral springs and baths of some repute. (Hotels—Rössli and Stern.) A charming view of the Schwyz valley may be obtained from the slopes of the Urmiberg, near the village.

At a short distance is the town of **Schwyz**, capital of the Canton of the same name (population, 6,500), beautifully situated at the base of the Mythen. (See page 74.) Hotels—*Cheval Blanc* (Gaze's coupons accepted), *Rössli* (Cook's coupons taken), *Hirsch*, and *Hediger*.

[Ascent of the Great Mythe (6,250 feet) may hence be made. Path cannot be mistaken. Guide unnecessary. Horse can be taken to the Holzegg (5,000 feet) if preferred—cost, 10 francs. View from the summit almost as comprehensive as from the Rigi-Kulm.]

We now turn southwards, crossing and skirting the Muotta river, and arrive at

Brunnen, on the Lake of Lucerne, the port of Schwyz. (See page 87.) Here we obtain a fine view of the Lake of Uri, the southeastern arm of the Lake of the Four Cantons, and face the heights of the Seelisberger and the Uri-Rothstock across the lake, with the grand peak of the Bristenstock southward. Leaving Brunnen, the railway traverses the eastern side of the lake, overlooking its blue waters at intervals. As the train passes onwards through the several tunnels along the route of the Axenstein (Gütsch Tunnel, 136 yards; Hochfluh, 635 yards; Franciscus, 210 yards; and the Oelberg, 2,110 yards) only occasional glimpses of the outer world are afforded. Emerging from the last-named tunnel, we arrive at the station of

Sisikon, situated at the mouth of a wild ravine, and opposite the snowy heights of the Uri-Rothstock, with the little village of Bauen nestling at its base. Next follow the tunnels of the Stutzeck (1,075 yards), Tell's Platte, Axenberg (on the curve, 1,220 yards), and the Sulzeck; leaving which, the rail crosses the Grünbach torrent, and arrives at the station of

Flüelen (see page 89), close to the landing-place of the steamboats at the southern extremity of the lake. [Leaving Lucerne by lake steamer about an hour in advance of the starting of train, the traveller may more fully enjoy the varied beauty of the lake scenery from Lucerne to Flüelen (see page 85), joining the St. Gotthard train en route as it passes this point. In this case the time-tables of both companies should be consulted to insure connection.] The rail now proceeds a mile and a half along the valley of the Reuss to

Altdorf, the scene of William Tell's exploit in archery (see page 158), beyond which is the entrance of the Schächen valley and the Klausen Pass leading to Stachelberg, in the Canton of Glarus. The Tödi mountains, snow-crowned and imposing, rise at the farther end; while near at hand, on the south bank of the turbulent Schächenbach, the hamlet of Bürglen may be noted *en passant* as the reputed birthplace of the Swiss hero. A memorial chapel marks the site of his house. We next reach the village of

Erstfeld. (Hotel—Tell et de la Poste.) At this station a change of locomotives is effected, a more powerful engine being now attached, as the mountain ascent of the railway here fairly commences at a gradient of about 1 in 40. The next station is

Amsteg, at the base of the Bristenstock. (See page 158.) Leaving this point, the railway passes, by a short tunnel, through a spur of the Windgelle mountain, and crosses the gorge of the Kärstelenbach as it issues from the Maderaner valley (see page 159) by a viaduct 150 feet high, and enters the Bristenlaui tunnel (650 mètres in length), afterwards crossing the Reuss over another viaduct, 230 feet above the river and 250 feet in length. The construction of this section of the railway affords evidence of great skill and ingenuity, and the scenery by which it is surrounded is extremely grand and magnificent. The line leads, by several galleries, bridges, and tunnels, along precipitous heights, and reaches

Gurtnellen. A short distance beyond this station the rail crosses to the right side of the valley, over the Meitschlinger bridge, and we arrive at an interesting point in the construction of the line. In order to avoid the steep direct ascent to Göschenen, about 350 feet above the present level, curved and spiral tunnels through the granite heart of the mountains, with intervening bridges, carry the railway from side to side at an increasing elevation. Near the Pfaffensprung bridge (beyond Wyler), the first spiral or corkscrew tunnel occurs, which describes an ascending circle within the mountain. The railway emerges 115 feet higher, crosses the Meien Reuss, and again entering a curved tunnel, makes a bend, and, beyond the river, proceeds by the Wattingen tunnel (1,090 mètres). Leaving this, the line turns northwards behind the village, passing the station of

Wasen, as if retracing its course, and again crosses the Meien Reuss by the middle bridge (205 feet long), afterwards the Strahlock bridge (110 feet long). It now enters the Leggistein tunnel (1,095 metres), curves southward, and for the *third time* crosses the torrent of the Meien Reuss, having attained an elevation of more than 300 feet above the Gurtnellen level.

These turnings being made in the darkness of the tunnels, are somewhat confusing to the traveller. The church at Wasen, built on a conspicuous eminence, remains prominently "on view."—first above, alternately before and behind, and eventually beneath the level of the ascending tourist.

We now once more face southwards, fronting the heights of the

St. Gotthard in the upward direction of the valley, and passing the Kellerbach and Rohrbach bridges (the latter an iron one, 180 feet long), penetrate the long curving tunnel of the Naxberg (1,570 metres).

Emerging from the darkness, the village of Göschenen appears ahead, and we cross the deep gorge of the Göschenen Reuss, over an iron bridge 220 feet long, arriving at the station of

Göschenen, 3,640 feet above the sea-level, at the northern entrance of the great tunnel. Here is a halt of half an hour. A commodious buffet, with luncheon ready and waiting, at the moderate charge of 3½ francs, offers a satisfactory mode of parenthetical occupation, due advertisement of which will have been previously distributed to the railway passengers. The menu provided by M. Zahn includes soup, with "three courses and dessert" à la Cruickshank, and the additional item of "vin compris," to which, possibly, Mr. Cruickshank would have objected. It may be here remarked that, at the various stations along the route, there is good provision of the purest water, fresh from mountain springs, and ready iced by Nature. It is conveniently supplied by wayside fountains, whose sparkling jets offer pleasant invitation to thirsty travellers. Help yourselves. N.B.—No tumblers or cups provided; bring your own.

Those who prefer to go over the pass, and not beneath it, will here alight, and proceed through the defile of the Schöllenen and by the Teufelsbrücke to Andermatt, and so onwards by Hospenthal and the St. Gotthard Pass, thence descending to Airolo—twenty-one miles by road from Göschenen (see page 160)—where the railway journey may be resumed; but the majority of passengers will proceed by

The St. Gotthard Tunnel, which here pierces through more than nine miles of granite, a thousand feet beneath the mountain pass, and more than six thousand below the peaks of the Central Alps, connecting the two main valleys of communication between Switzerland and Italy. This great work was commenced on the 2nd of July 1872, and the last internal barrier of rock—the middle wall of partition—was broken down in the centre of the tunnel on the 28th of July 1880. It is sad to record the death of M. Louis Favre, the eminent contractor of Geneva, who was suddenly seized with apoplexy when inspecting the interior works on the 19th of July 1879, only a few short months previous to the successful completion of the undertaking. The task of boring was accomplished by means of compressed

air, reduced to less than a twentieth part of its volume by water power supplied from the two rivers—the perforating machines used being the invention of M. Ferroux, the superintendent of the works. Many obstacles were encountered during the progress of this herculean labour. The obduracy of the material, the enormous pressure on the masonry from above, the interference occasioned by powerful water-springs, the disagreements among the workmen (1875), and the destructive fire at Airolo (1877), all combined to enhance the difficulties involved during those long years of scientific perseverance. But energy and patience have at last conquered, and "the glorious work is done."

The length of this tunnel, the longest in the world, is 14,920 metres, a little more than 9½ English miles, and 1½ mile longer than the Mont Cenis. It is 26 feet in width and 19½ feet high. The highest central point is 3,787 feet above the sea-level, from which it gently descends 30 feet to its southern entrance. It is massively built up with masonry within, and is lighted by lamps a kilomètre apart. The temperature of the tunnel is high, but the ventilation is excellent, and no inconvenience is experienced during the transit of the train, which averages twenty-two minutes from end to end. Emerging from the tunnel, we arrive at the station of

Airolo, at the commencement of the Val Levantina, whence we now descend through the green pastures of the valley, crossing the Ticino by an iron bridge above the ravine of Stalvedro. Passing through another tunnel, we arrive at the valley of Piotta, dotted here and there on the mountain slopes with scattered hamlets. On the left the village and church of *Quinto* may be noted, and on the right the waterfall of *Calcaccia*, and the train arrives at the station of

Ambri-Piotta. To the right the Piz Massari (9,060 feet) may be observed. Soon afterwards, at a distance of three miles, and 150 feet lower, we come to the station of

Rodi-Fiesso. At this point the valley contracts, and we enter the romantic pass of *Dazio Grande*, one of the grandest and wildest defiles of the valley. The rail crosses the river, traverses a short tunnel, penetrates through the darkness of the spiral tunnel of Freggio, 1,557 mètres in length, again crosses the Ticino in the midst of the grandest surroundings, and enters the spiral tunnel of Prato, on the right side of the river. Emerging at a lower level, we cross to the left bank of the Ticino, by a bridge 215 feet long, and reach the prosperous and cheerful-looking town of

Faido, the capital of the Levantina valley. (Hotels-Prince of Wales, Vella, and Angelo.) Here we leave the wild and barren desolation of the higher region behind us, and travel onward through a more luxuriant country. Chestnut and mulberry trees, maize fields, and vineyards bespeak a warmer and more fruitful district. The style of architecture is somewhat mixed at Faido, some of the houses still retaining the primitive Swiss construction, mostly of wood, and others being built substantially of stone, in Italian fashion. The church is a handsome modern building of attractive appearance. There is a Capuchin monastery at the lower end of the town. On the right may be seen an imposing cascade issuing from the Gorge of Piumogna. Leaving Faido, about two miles onward the rail passes the picturesque village of Chiggiogna, with an ancient church. The surrounding scenery is charming. The Italian luxuriance of fruit-trees and vineyards enhances the beauty of the valley, the numerous campanili at various points of elevation crown the landscape, and many waterfalls descend from the eastern cliffs. Note specially, near the station of

Lavorgo, the beautiful cascade of the *Cribiasca*, beyond which, on the right, lies the pleasant valley of Chironico, with the little hamlet of Nivo nestling among the spreading chestnut trees at its entrance. In order to descend the ravine of Biaschina, two spiral loop tunnels have been constructed, with various galleries and bridges. The two tunnels are close together: on the left the Piano Tondo, 1,495 mètres in length, and the Travi, 1,551 mètres in length, each describing a circle on a descending gradient. Fine but rapid glimpses may be obtained of the grand gorge below the falls of the foaming river as it hastens to the valley, and the ingenious construction of the iron road as it crosses and recrosses its onward course. We now cross the Ticino by a handsome bridge to its right bank, and reach the station of

Giornico. The village is some distance from the railway, lying picturesquely among its surrounding vineyards and fig-trees. (See page 162.) The fine cascade of the *Cramosina* may be seen on the right of the valley. Beyond this point the railway traverses a bridge 370 feet long, and descends by an increased gradient to the station of

Bodio, a little village surrounded by mulberries, figs, vines, and walnuts. Onwards, by a gentle decline, passing the hamlets of Poleggio and Pasquirolo, through the expanding valley (which now

changes its name, and is known as the Rivièra), we cross the Ticino near its junction with the Brenno, and arrive at

Biasca, a little beyond the mouth of the Val Blegno. (Hotels—Grand Hôtel Biasca: Caygill's coupons accepted; De la Gare, at the station; and the Unione.) Opposite the station the precipitous heights of the Piz Magno rise above the valley, from which descends the fine waterfall of the Froda. Near a lofty point, where an arched bridge spans the torrent, stands the Church of S. Petronilla, in commanding position, the ascent being marked by several oratories built on the mountain side. Biasca is the terminal point of junction for the two passes—the St. Gotthard and the Lukmanier. (See page 177.) Leaving Biasca the railway traverses the sultry valley, following the river Tessin on the right, southwards to

Osogna, situated at the base of a precipitous hill (Hotel—De la Poste). Passing the hamlet of Cresciano, note the Boggera cascade to the left as the journey is continued to

Claro, a picturesque village, overshadowed by the beautiful Pizzo di Claro (8,920 feet), with the monastery of S. Maria standing on the mountain side. Two miles and a half further the railway reaches the station of

Castione, beyond which we pass the entrance of the Val Mesocco (see page 185), and cross by a fine bridge over the Moësa river. To the left lies the village of Arbedo, with its battlefield and old church. (See page 185.)

Onward through a more populous district, dotted here and there with churches, cottages, and villas, we come within sight of the ancient walls and towers of

Bellinzona, and soon arrive at the station of this castellated and fortified town, the capital of the Canton Ticino. (Hotels—De la Poste, Angelo, and De la Ville. At the two latter Cook's coupons are available.) Bellinzona is the southern terminus of the Bernardino Pass from Splügen. (See page 183.)

Bellinzona to Lugano. (See page 289.) Bellinzona to Locarno. (See page 286.) Bellinzona to Novara. (See page 286.)

# ANDERMATT, OR HOSPENTHAL, TO BRIEG.

(By the Furka, 52 miles.)

July 1st to September 30th. Eight Places.

Dist. in Kils.	Stations.	Fa. Coupé.	res. Intér.	Dist. in Kils.	Stations.	Far Coupé.	res. Intér.
3 16	Andermatt Hospenthal Tiefenbach- Schirmhaus	fr. c. 0 85 4 80	fr. c. 0 70 4 00	84 491 65 84	Gletsch (Rhône Glac.) Münster Fiesch Brieg	fr. c. 10 15 14 80 19 55 25 20	fr. c. 8 45 12 35 16 30 21 00

Diligence from Andermatt twice daily during the summer season. At Hospenthal the road diverges from the St. Gotthard route to the right, and proceeds by the Urseren Thal, four miles, to

Realp, a little village at the end of the valley, beyond which the ascent of the Furka commences. Pedestrians may avoid the long windings of the diligence road by adopting the old road just beyond the second bridge to the right. Good views of the Urseren valley behind, and, on the left, of the Wyttenwasserthal Glacier and the Ywerberhörner. The diligence halts at the Refuge of Tiefenbach-Schirmhaus, afterwards traversing the Tiefentobel on the north side. See, on the right, the Siedeln Glacier (contributing a roadside waterfall), and the heights of the Bielenstock; in front, the Furkahorn. The road now reaches, 14 miles from Andermatt, the snowy

Summit of the Furka (7,992 feet), a ridge rising somewhat steeply on either side. The Hôtel de la Furca (patronized by the Queen, 1868) is recommended, and accepts the coupons of Gaze, Cook, and Caygill. From this point the view is superb. The giant mountains of the Bernese Oberland and the Valais Alps, including the Matterhorn, may be seen in a grand panoramic survey. The road follows the right slope of the mountain, and descends in long windings above the great Rhône Glacier in full sight of its frozen magnificence and the distant mountains above referred to. The diligence halts at the Rhône Glacier Hotel, Gletsch. (See page 150.)

Crossing the ravine of the Rhône, the road descends to

Oberwald, the highest village of the Upper Valais. We now enter an extensive district of broad pasture land, pleasantly interspersed with villages, hamlets, and chalets, surrounded by Alpine heights, and watered by the Rhône river. Passing onwards, the diligence runs through Obergestelen, Ulrichen, Münster, Reckingen, and Niederwald, and, descending into the lower valley, arrives at

Fiesch, a village from which the ascent of the Eggischhorn (9,650 feet) can be conveniently made, descending again to Fiesch during the day. The expedition up and down occupies eight to nine hours. A horse may be ridden to within a short distance of the summit. For those who may desire a superb view of the Aletsch Glacier—the largest in Switzerland—this excursion is recommended. The mountain panorama obtained from the top of the Eggischhorn is grandly comprehensive. No less than fifty of the principal Alpine heights can be seen from this point, as well as the Aletsch and Fiesch Glaciers, and the mountain lake of the Marjelen See, whose dark, cold waters lie just below the ice-crags of the great glacier. Other grand excursions may be made from this neighbourhood, suitable more especially to experienced mountaineers. Hotels—Du Glacier et Poste: Gaze's coupons accepted. Des Alpes: Caygill's and Cook's coupons accepted.

Beyond Fiesch, the road proceeds to Lax (whence also the Eggischhorn may be ascended), and winds downwards to the Grängenbrücke, crossing the ravine of the Rhône, and following the rocky banks of the river. It again crosses by the Kästenbaum Bridge to Mörel, after which the valley enlarges. Observe the Hohfluhkirche on a rocky eminence; also the influx of the Massa from the Aletsch Glacier, as we pass onwards to Naters, with the ruined castles of Weingarten and Supersax near at hand, and finally cross the Rhône to the picturesque town of

Brieg, 52 miles from Andermatt. (See page 262.)

# COIRE TO ANDERMATT AND GÖSCHENEN.

(By Disentis and the Oberalp, 62 miles.)

July 1st to September 30th. Eight Places.

Dist in Kils.	Stations.	Fai Coupé.		Dist. in Kils.	Stations.	Fa: Coupé.	res. Intér.
10} 21½ 33 51	Coire	fr. c. 2 15 5 60 9 00 14 45	fr. c 1 60 4 50 7 35 11 85	95	Disentis	fr. c. 18 00 22 70 27 50 29 75	fr. c. 14 85 18 75 22 75 24 25

This route is taken daily by diligence in 14 hours—starting early from Coire, and halting half an hour (about two P.M.) for dinner at Disentis. The journey is by the beautiful valley of the Vorder-Rheinthal, with castled heights from Reichenau to Disentis crowning the landscape.

The road from Coire passes through a somewhat monotonous country, by the village of Ems to Reichenau, where the Vorder-Rhein and the Hinter-Rhein unite their boisterous waters. Taking the highroad on the left bank of the Rhine, we pass through Tamins, Trins, and Flims (with numerous views of picturesque beauty), and through the valley of Flambach, to the

Walderhäuser, whence the road descends by "coolsequestered vale" to Ilanz, an ancient place, built on both sides of the Rhine. Many of the houses are adorned with armorial bearings, the evidence of its former importance as "the first town on the Rhine." The views up and down the river are very beautiful, especially those obtained from the Church of St. Martin, a mile to the south, on the slope of the contiguous valley of Lugnetz. Several interesting mountain excursions may here be made. Hotels—Oberalp and Lukmanier.

The journey is continued by the Pardella (near Waltensburg, observe ruins of the *Robber's Castle*, the Jörgenberg, on rocky eminence to the right), Tavanasa, and Rinkenberg (with splendid views), to

Truns, where the old Hall of the Statthalterei of the Disentis Abbey may be seen adorned with the magisterial arms of many centuries. Here, in 1424, was originated the association of the "Gray League," the village Hampdens "that with dauntless breast" the feudal tyrants of their fields withstood; and their place of meeting, marked by the stump of an ancient sycamore, is pointed out near at hand. Their history is curiously perpetuated by the old frescoes, verses, and texts adorning the Church of St. Anna. Hotels—Krone and Tödi.

The road next passes Rabius and Somvix. (Leisurely tourists and pedestrians may find the valley of Somvix worth visiting. A morning walk of about three hours to the fine waterfall of the Greina will include most varied and picturesque scenery.) From Somvix the route proceeds by a grandly constructed road over the deep Ruseiner Tobel, crossing an elevated wooden bridge about 70 yards long and 160 feet above the river. The diligence now arrives at

Disentis, picturesquely situated, 3,775 feet above the level of the sea, with 1,300 inhabitants. Fine views of the Medelser Glacier, obtainable from the Chapel of Acletta, two miles west; the same point also commanding a good retrospect of the valley. The Benedic-

tine Abbey here—founded in the seventh century, burnt down and rebuilt in the nineteenth—is conspicuous and handsome. It is erected on a neighbouring eminence, and is used for public educational purposes. This point is convenient for many beautiful walks and interesting excursions. The not difficult ascents of the imposing Piz Muraun (9,511 feet), the Crap Alv (9,784 feet), and the Piz Ault (9,957 feet), each occupying about five hours, may here be made. Hotels—Disentiserhof; Condrau zur Post; Condrau zur Krone.

The new route from Disentis to Andermatt ascends by the left bank of the Vorder-Rhein, with fine views of the district recently traversed. "Through fertile vales and dewy meads," with glimpses of the Rhine as it takes its early course in the ravine below, and surrounded by lofty snow-clad heights, we arrive at

Sedrun, the principal village in the Tavetsch valley; and, passing Rueras and the hamlet of Dieni, may observe the ruined Tower of Pultmenga on a rocky eminence, leftward, on the gorge of the Rhine. Still following the river, the road passes Chiamut, and afterwards turns to the right, entering the Val Surpalix, where the Vorder-Rhein descends in a succession of falls on the opposite slope. In long winding zigzags we now ascend through the valley to the summit of

The Oberalp Pass (6,732 feet), the line of division between the Cantons Uri and Grisons. Skirting the mountain lake of the Oberalpsee (about a mile in length, with good trout in abundance), and for some distance crossing the level Oberalp, we come in sight of the valley of Urseren and the Furka; and, descending by many devious windings, arrive at Andermatt. 59 miles from Coire.

Travellers desiring to join the St. Gotthard Railway continue the journey  $3\frac{1}{2}$  miles through the valley of Urseren, by the Devil's Bridge and the defile of Schöllenen, to **Göschenen**. (See page 169.)

## DISENTIS TO BIASCA.

(By the Lukmanier-38 miles.)

July 1st to September 30th. Seven Places.

Dist. in Kils.	Stations.	Far Coupé.		Dist. in Kils.	Stations.	Fa: Coupé.	
18 <del>1</del> 381	Disentis	fr. c. 5 70 11 <del>6</del> 0	fr. c. 4 75 9 65		Acquarossa Biasca	fr. c. 13 60 16 20	fr. c. 11 15 13 10

Opened in 1878. A diligence runs daily in about eight hours. It is one of the lowest passes in Switzerland, but affords views of much interest and beauty.

Leaving Disentis, and crossing the Vorder-Rhein, the road traverses the gorge of the Val Medel, by many tunnels and viaducts, to

Curaglia, where may be seen the glacier and peak of Piz Cristallina (10,267 feet), afterwards passing the villages of Platta, Fuorns, and Perdatsch, above which last the Rhine makes its passage to the lower valley.

The route now ascends to St. Gion Hospice, onwards through a stony valley to the Hospice of St. Gall, and, crossing to the left, reaches the Hospice of S. Maria, where there is a tolerable inn, 12 miles from Disentis. Beyond, the route steadily ascends to the summit of the

Lukmanier Pass (6,289 feet), with views of the Scopi, the Piz dell' Uomo, Piz Blas, and other heights around. Descending for 2 miles over the débris of avalanches and mud-streams (a somewhat dangerous road in bad weather) to the Hospice of Casaccia (see eastward the lofty Rheinwaldhorn, 11,148 feet), and, on a level of a mile and a half, to the Piano di Segno, the road again descends along the precipitous side of the Val S. Maria, and by a long curve leftwards to the Hospice of Camperio. Skirting the south side of the valley, we obtain beautiful views of the lower Val Blegno, where the villages of Somascona, Scona, and Olivone may be seen nestling among the vines and walnuts. By another lengthened curve we reach

Olivone, finely situated in the Pollenzer-Thal, to the west of the Rheinwald mountains. (Hotel—Olivone.) The road to Biasca passes onwards for 12 miles through numerous villages, where mulberries, vines, and chestnuts clothe the surrounding country, until it reaches the lower part of the valley. Here the scene changes, and stones and mountain debris cover the course, brought down by torrents which furrow their paths on the contiguous slopes. Crossing this district the route descends to

Biasca, and station on St. Gotthard Railway. (See page 172.)

# EASTERN SWITZERLAND AND THE ENGADINE.

COIRE TO COLICO (SPLÜGEN PASS)—THUSIS—THE SCHYN PASS—VIA MALA—CHIAVENNA
—SPLÜGEN TO BELLINZONA (BERNARDINO PASS)—LANDQUART TO SCHULS AND
TARASP (PRÄTTIGAU ROUTE AND FLUELA PASS)—BCHULS TO NAUDERS—COIRE
TO DAVOS-PLATZ (LANDWASSER ROUTE)—DAVOS —DAVOS TO LANGWIES AND COIRE
(STRELA PASS)—DAVOS TO BERGUN (SERTIG PASS)—DAVOS TO PONTE (SCALETTA PASS)
—COIRE TO SAMADEN (JULIER PASS)—SILVAPLANA—ST. MORITZ—SAMADEN—
PONTRESINA—MORTERATSCH AND ROSEG GLACIERS—COIRE TO SAMADEN (ALBULA
PASS)—THE ENGADINE—SCHULS TO SAMADEN (LOWER ENGADINE)—SAMADEN TO
CHIAVENNA (UPPER ENGADINE AND MALOJA PASS)—SAMADEN TO TIRANO (BERNINA PASS)—TIRANO TO COLICO (THE VALTELLINA)—TIRANO TO BORMIO—BORMIO
TO NAUDERS (STELVIO PASS)—NAUDERS TO LANDECK, BLUDENZ, AND BREGENZ.

#### COIRE TO COLICO.

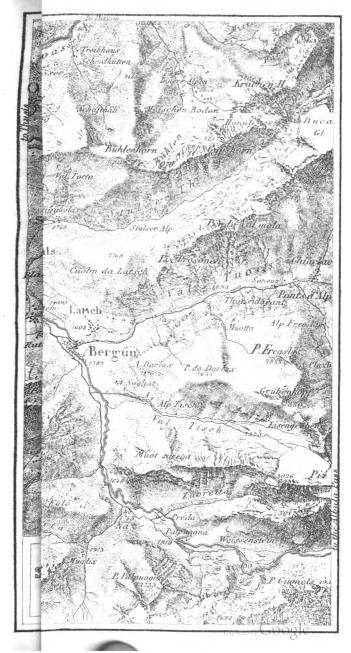
(By the Splügen, 74 miles.)

June 1st to September 30th. Eight Places.

Dist. in Kils.	Stations.	Fai Coupé.	res. Intér.	Dist. in Kils.	Stations.	Fa: Coupé.	res. Intér.
10}	Coire	fr. c. 2 15	fr. c.	52 78 <del>]</del>	Splügen	fr. c. 14 60 22 75	fr. c. 11 95 18 75
26	Thusis	6 95	5 60	91∄	Chiavenna	26 65	22 00
38	Andeer	10 55	8 60	118}	Colico	32 00	26 00

Diligences run (three services daily during summer) in correspondence with early trains, over this route. The entire journey may be made in seventeen hours, and abounds in picturesque and magnificent views.

From Coire the road leads through Ems to Reichenau (as by route,



page 175), and diverges to the south, crossing the river near the meeting-point of the two Rhines by a covered bridge, 250 feet in length. It then follows the left bank of the Hinter-Rhein, through a romantic region where castled heights crown the fertile pastures, and dotted here and there with clustering hamlets and village spires, while the gleaming river, confined by high embankments, hastens on its course and adds its beauty to the peaceful scene. We pass

Bonaduz (to the left see *Chapel of S. Georga*, with old frescoes); Rhäzüns, with its handsome castle, on an eminence above the Rhine; Katzis, with school and nunnery; and so onwards, through varied and beautiful scenery and fine mountain views of the Piz Curvèr, the Piz St. Michel, the Ringelspitz, and the Trinserhorn, to

Thusis, a handsome village, situated on a spur of the Heinzenberg, a convenient stopping-place as a centre for various mountain expeditions. It was destroyed by fire in 1845, and rebuilt in better style. Hotels—Rhätia: Gaze's coupons accepted. Via Mala: Cook's coupons accepted.

Near the village the Nolla contributes its turbulent torrent to the Rhine, now kept within due bounds by massive embankments; and from the Nolla Bridge a fine view is obtained. On the right, 800 feet above the river, stands the ruined Castle of Hohen-Rhättien, according to tradition the oldest castle in Switzerland, having been founded by Rhætus, an Etruscan hero, nearly six hundred years before the Christian era. The valley of the Rhine appears surrounded by snow-clad heights, with the lofty summit of the Piz Beverin (9,843 feet) towering in the distance.

[The Schyn Pass—Thusis to Tiefenkasten (connecting with the Julier Route), by diligence, in two hours, daily. Leaving Thusis, the road crosses the Nolla and the Rhine, beneath the heights of the Hohen-Rhatien, and proceeds eastwards one mile to Sils, from which the path ascends, with good retrospective views. Passing the Castle of Baldenstein on the left, it arrives at Campi, the ruined seat of the Campells (from which family came Ulrich Campell, reformer and historian), finely situated above the gorge of the Albula. The grandeur of the scenery increases as for the next three miles we traverse a dozen bridges and the several rocky galleries and tunnels of the Pass Mal. Crossing the bridge over the Muttner Tobel, with a grand view of the ravine, we arrive, in 5½ miles, at the hamlet of Unter-Solis, where the lofty church of Solis is conspicuously seen on

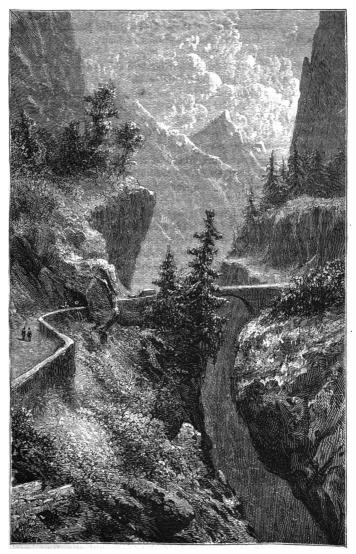
the right, with the white houses and stately Church of Obervatz standing high on the left, a village "that cannot be hid." Passing onwards, the road crosses the deep ravine of the Albula by the Solisbrücke—one arch of 80 feet span, and 257 feet above the impetuous flood—and ascends to Alvaschein (7½ miles), thence descending to Tiefenkasten, 9 miles from Thusis, and the junction of the diligence routes to the Engadine. (See page 194.)]

Leaving Thusis, we enter the celebrated Gorge of

The Via Mala. The rocks on either side rise precipitously to a height of 1,600 feet, and the road runs high above the river; hewn out of the mountain, and guarded by massive constructions of masonry. The gorge is nearly four miles in length. In about twenty minutes beyond Thusis there is a tunnel, 150 feet long, pierced in a projecting rock (the Verlorne Loch), and the scene beyond is magnificently grand. The river may here be seen, as it roars below the seemingly impassable precipice, with a fine view in retrospect of the wild ravine. The construction of the new carriage road traversing the Via Mala is a triumph of engineering art over the almost insurmountable obstacles of nature. It crosses the torrent by three bridges, from which superb views may be obtained, notably from the second. The journey is continued through the

Valley of Schams, where the realities of bright pastures and peaceful hamlets pleasantly contrast with the sombre gorge of the Via Mala lately traversed. Passing the village of Zillis, possessing the most ancient church in the district, and Donath, with its ruined Castle of Fardün, we reach

Andeer, the chief village of the valley. Apropos of the ruins above mentioned, tradition tells this tale: An Austrian tyrant of the district, residing at the castle, once on a time (the fifteenth century) called at the cottage of Johann Caldar, a neighbouring peasant, and, by way of emphasis to his overbearing resentment and disdain, spat in the soup then being prepared for Johann's dinner. The peasant seized the bailiff, dipped his head into the boiling pottage, and strangled him then and there, exclaiming in his rage, "Eat the broth thou hast flavoured!" This incident was the occasion of a wide-spread revolt of the inhabitants against the tyranny of their rulers, as duly set forth in the chronicles of mediæval history. Andeer possesses the interest of a good situation and an elevated church, from which fine views may be obtained, and provides a good starting-point for various mountaineering excursions.



THE VIA MALA.

The journey is now continued through the Rofna Ravine, a miniature Via Mala. The gorge is three miles in length, with the Rhine forming a series of waterfalls in its course. Leaving the gorge, we pass the village of Sufers, on the left bank of the Rhine, and onwards through a ravine, crossing high above the river, until the broad landscape of the Rheinwald-Thal comes into view, where the snowy heights of the Kalkberg, the Einshorn, and the Tambohorn are seen on the horizon. We now arrive at

Splügen, where the diligence halts while passengers dine. The Bernardino route here diverges westwards for Bellinzona. (See p. 183.) Splügen is the chief village of the Rheinwald-Thal, boasting 470 inhabitants, and lies 4,750 feet above the level of the sea. Hotels—Bodenhaus: Gaze's coupons accepted. De la Poste: Cook's coupons accepted.

Crossing the Rhine leftwards over an iron bridge, and proceeding upwards by zigzags, the road leads through a tunnel 280 feet long. It then passes through a wild valley, and ascends to the west by numerous windings, and onwards by a stone-built gallery to the summit of

The Splügen Pass (6,946 feet), the line of boundary dividing Switzerland from Italy. In about ten minutes beyond the summit we arrive at the inevitable *Dogana*, where the Italian custom-house formalities must be attended to, and a few adjacent houses with an Italian *osteria*. The road now descends eastward in several zigzag windings and three long galleries, massively constructed with sloping roofs for protection from the avalanche and tempest. Beyond Pianazzo the Cascade of the *Madesimo* falls 650 feet into the valley, and may be seen to advantage from a small platform near at hand. The little village of

Campo Dolcino is next reached, and the road proceeds through the Valle S. Giacomo, strewn with rocky fragments. The bleak aspect of the valley is soon relieved by the numerous chestnut trees which extend at the lower level, and in due time we reach the luxuriant vineyards and olive-gardens of

Chiavenna, an ancient town on the Maira, at the end of the Val Bregaglia, with 3,800 of a population. Near the Post Office is the ruined Castle of De Salis, from the garden of which (entrance, half franc) very beautiful and picturesque views may be obtained. The adjacent Church of S. Lorenzo, with its aspiring campanile rising from the enclosure of the old cemetery, gives a picturesque feature to the landscape. In the eight-sided baptistery, an antique font with

sculptured figures may be inspected. Hotels—Grand Hôtel: Gaze's coupons accepted. Conradi, near Post Office.

After leaving Chiavenna, the road proceeds through contiguous

After leaving Chiavenna, the road proceeds through contiguous vineyards; but further on, the scenery changes its rural aspect, and again the wildness of a torrent-devastated valley presents itself to view, where the united streams of the Maira and the Liro frequently inundate the plain. The valley is surrounded by lofty heights. The route, approaching Riva, reaches the Lago di Mezzola (formerly a part of the Como Lake, from which it is mainly divided by deposits of the Adda, and connected only by a small navigable channel), and, skirting its eastern bank by Novate and Verjeza, crosses the stream of the Adda, and joins the Stelvio road near the ruined Castle of Fuentes, formerly a stronghold built by the Spaniards, 1603, and demolished by the French towards the end of the last century. A short distance from this junction brings us to

Colice, the terminal point of the journey, on the Lake of Como.

# SPLÜGEN TO BELLINZONA.

(Bernardino Pass-45 miles.)

June 1st to September 30th. Eight Places.

Dist. in Kils.	Stations.	 res. Intér.	Dist. in Kils.	Stations.	Fa. Coupé.	
10½ 27	Spliigen	fr. e. 2 65 6 80	41 57 78½	Mesocco	fr. c. 12 35 15 60 18 90	fr. c. 10 30 12 70 15 20

Diligence runs daily in eight and a half hours.

Splügen. (See p. 182.) The road is taken by the upper valley of the Rhine, passing Medels and Nufenen (with fine view of mountain and glacier), to

Hinterrhein, the highest village in the upper Val-Rhein, with grand mountain surroundings. Excursions may here be made in four hours to the source of the Hinterrhein river, in the Rheinwald Glacier, from which it issues at an elevation of 7,270 feet. Ten minutes beyond the village the Rhine is crossed by a triple-arched bridge, from which the road ascends the mountain side in zigzags, and onwards through a dreary valley to the

Pass of San Bernardino (6,768 feet). Here a fine view may be had of the snowy heights of the Marscholhorn, the Mittaghorn, and the Pizzo Uccello. San Bernardino of Siena preached Christianity in this district. A chapel was built on the southern side of the mountain, and the pass (formerly known as the Vogelberg) received its present saintly title. There is a small lake at the summit (Lago Moësola), and a poor inn (the "Casa di Rifugio"), where refreshments may be obtained.

The road descends by the Victor Emanuel Bridge over the Moësa, which issues from the lake, and passing onwards by a roofed gallery, protected from the avalanche, descends by many windings on the bank of the river, in full survey of the majestic peaks of the Zapporthorn, the Stabbio-Grat, with its attendant glacier, the Piz Curciusa, the Piz Mutun, and the Piz Lumbreda. Five miles from the summit of the pass, we arrive at

S. Bernardino, a pleasant village, with baths and mineral spring much in repute, and largely patronized by invalids as a summer health-resort. It is the highest village in the Val Mesocco. Leaving this point, we soon again descend through the valley (exclusively Italian in language, creed, and cultivation, in marked contrast to the Rheinwald-Thal), passing a grand waterfall of the Moësa to the right (seen to best advantage from the footpath), through the hamlet of S. Giacomo, crossing the river, and by rather steep windings to

Mesocco, surrounded by the vines, chestnuts, walnut-trees, and corn-fields of sunny Italy. The ruined Castle of Mesocco, with its four towers, stands on a rocky eminence a little below the village. From the sides of the valley there are many waterfalls, and as we proceed beyond Soazza the Cascade of the Buffalora may be seen on the right, and another fine waterfall near Cabbiolo. Passing through Lostallo, with its luxuriant vineyards, we arrive at the Capuchin Convent of Cama, and the lower district where fig-trees flourish. Onwards by Leggia and Grono, with its massive tower and frescoed chapel, the road leads to

Roveredo, chief town of the lower Mesocco valley (population, 1,170), where is another ruined castle, once belonging to the Trivulzio lords of the manor. It is recorded that here the pious San Borromeo purged the town of witchcraft in the sixteenth century by burning an unworthy prior of Roveredo, and eleven old women, proved to be of the broomstick persuasion.

Passing the village of S. Vittore, we leave the Grisons, and enter

the Canton Ticino near Lumino. The route now joins the St. Gotthard road, and proceeds by a bridge over the Moësa to Arbēdo, where, in 1422, two thousand Swiss soldiers fell in battle before an overwhelming force of Milanese. The place of their burial near the church may be seen to this day. The journey shortly terminates at Bellinzona. (See page 172.)

## LANDQUART TO SCHULS AND TARASP.

(By the Prättigau and the Fluela Pass-57 miles.)

June 15th to September 15th. Eight Places.

Dist. in Kils.	Stations.	Far Coupé.	res. Intér.	Dist. in Kils.	Stations.	Fa. Coupé.	res. Intér.
21½ 33 43½	Landquart Küblis Klostersbrücke Davos-Dörfli	fr. e. 6 10 9 55 12 65	fr. c. 4 40 7 30 9 90	70 89 <u>1</u> 92	Süs Nairs (Tarasp) Schuls	fr. c. 20 75 26 35 27 25	fr. c. 16 65 21 30 22 05

The diligence journey from Landquart to Schuls occupies fourteen hours. Passengers to Davos-Platz change at Davos-Dörfli, about half-way, proceeding thence to destination (one mile and a half) by the Coire diligence, or, preferably, by carriage at small cost.

From Landquart Station (see page 103) the high road, crossing the route to Coire, proceeds eastward for two miles to the Zum Felsenbach Inn; and thereafter, passing over the Landquart river and through the gorge of the Klus, nearly a mile in length, enters the Prättigau valley. See, on the rocks bordering the defile, the ruins of Fragstein Castle, knocked to fragments by the French, 1799, the gorge being stoutly defended by the "bold peasantry" on the occasion.

The Prattigau ("meadow-vale") is famous for its green pastures, good cattle, and fruitful soil. It has a scattered population, Protestant in creed and German in language. The first village of the valley attained beyond the passage of the Klus ravine is Pardisla.

[Three miles northward, past Schmitten and the ruined Castle of Solāvers, is the pleasantly-situated resort of Seewis, with charming country promenades and hill-side excursions to Gällaplana, Matan, and Fadara, and ascents of the Augstenberg and Scesaplana—hard work, rewarded by grand prospects.]

Leaving Pardisla, the direct route next reaches

Grüsch, five miles from Landquart; near to which note the school-house and parsonage once the Salis-Grüsch family residence, ornamented with quaint mural decorations and old balconies. Two miles beyond we arrive at

Schiers, where, in the churchyard, in the seventeenth century, the Austrians were defeated by the heroic inhabitants, the women bravely assisting in defence of hearth and home. This victory is still commemorated at the celebration of the sacrament, the women enjoying the privilege of being its first recipients. Beyond Schiers the route crosses the river transversely to the left bank, and proceeds through Jenatz to Fideriser-Au.

[Beyond, south-east, is the village of **Fideris**, where is erected a monument to the memory of Schneider, the "just and upright judge" of the Vorarlberg; and two miles on from the village, in the same direction, are the

Baths of Fideris, of benefit to consumptive patients.]

The road proceeds by the south bank of the river, through an imposing gorge clothed with grand foliage, far below the Castels ruin and the hamlet of Putz on the left, and the ruins of the Castle Strahlegg on the right. Recrossing the Landquart, we arrive at the little village of

Dalfazza (in the parish of Luzein, half a mile to the north), and thereafter at the pleasant locality of

Küblis, fourteen miles from our starting-point. Hotels—Steinbock and Krone.

[Mountaineers may here diverge northward to St. Antönien for the ascent of the Sulzfluh (9,325 feet), or to Schruns, by the Partnun Pass. For such excursionists we recommend a visit to the *Hôtel-Pension Sulzfluh*, finely situated on the Partnuner Staffel, about five miles from St. Antönien, and nearly 6,000 feet above the sea-level.]

From Küblis, the ascending route, traversing mountain slopes and valleys, conducts through Saas to Mezza Selva.

[From this point, descending by road to the right beyond Mezza Selva, the Baths of Serneus, reputed for their sulphurous waters,

may be visited. Thence the pedestrian may proceed by the meadows to Klosters, a beautiful walk of less than an hour, by the south bank of the river.

The diligence will arrive by the high road, on the north-east side of the stream, at

Klosters, 20½ miles from Landquart. Here is obtained a fine survey of the Prättigau, with the mountain heights of the Gatschlefer and the Roggenhorn in full view, the valley being terminated eastward by the Silvretta Glacier. The locality of Klosters comprises four villages—namely, Ueberm Bach, Dörfli, Am Platz (with church and good hotels), and Bei der Brücke, on south side of bridge. Accommodation may be had en pension from 6 to 10 francs a day at the various hotels—Vereina, Brosi, Silvretta, and Kurhaus Klosters.

This is a good centre for aspiring pedestrians, mountain excursions and ascents being hence undertaken, by the three passes to the Lower Engadine—namely, the Vereina to Siis (9 hours), the Vernela to Lavin (11 hours), the Silvretta to Guarda (12 hours). Guides required. The heights of the Silvrettahorn (10,655 feet), the Plattenhörner (10,586 feet), the Ungeheuerhorn (9,845 feet), and the Canardhorn (8,552 feet) can be ascended. Only the last named is recommended to inexperienced climbers.

The main route now turns southwards. Leaving the Landquart, it makes a circuitous ascent of the Klostersche Stütz, the boundary dividing the Prättigau from the Davos district, passing the rustic chalets of Unter-Laret and the miniature lake of the Schwarze See, onwards through Ober-Laret, and ascends to St. Wolfgang (Hotel—Davos-Kulm), at an altitude of 5,340 feet. We then descend by wood and glen beside the green lake of the Davoser See, upwards of a mile in length, from which meanders southwards the gleaming waters of the Landwasser. In five minutes from the southern end of the lake the diligence arrives at

Davos-Dörfii  $(1\frac{1}{2}$  mile from Davos-Platz; see page 192),  $27\frac{1}{2}$  miles from Landquart. Here occurs "a stage-wait," while the passengers take lunch.

The Davos district, with its corn-lands and pastures, watered by the Landwasser, is comprised in an elevated valley of the Alps, nearly nine miles in length, dotted here and there with the cottage-homes of its Protestant inhabitants. The five hamlets, each clustering near its central church, are Dörfli, Am Platz, Frauenkirch, Glaris, and Monstein. Leaving Davos-Dörfli, the route, crossing the Landwasser, proceeds by the north bank of the Fluela, and traverses the richly-wooded Fluela valley, in view of the noble crest of the Piz Vadred (10,610 feet), rising on the right, at the end of the Dischma valley. The ascending road passes the Hôtel Zur Alpenrose, and, further up, the Hôtel Zur Alpenglocke (6,370 feet), onwards to the more cheerless and dreary part of the upper valley, bounded by rugged heights, "abrupt and bare," attaining, about 11 miles from Davos, the

Summit of the Fluela Pass (7,890 feet). Dinner and bed are provided at the Fluela Hospice for such adventurous spirits as may desire the ascent of the Schwarzhorn (10,340 feet), south of the pass, which may be hence accomplished without difficulty, and with the ample compensation of a grand survey of the surrounding heights and valleys near and far away. The Weisshorn rises northward to the altitude of 10,190 feet.

Proceeding between two small lakes, the one cloudy with glacier contributions, the other transparent with its own spring water, the winding road descends the valley through scattered mountain *débris*, and crosses stream and torrent, in view of the Piz del Ras (9,960 feet) and the Piz Murterol (9,815 feet), with the desolate valley of Grialetsch on the right. We have here a fine view of the Schwarzhorn, with its surrounding glaciers, in the background. Still descending, the road passes to the right slope of the valley, and traverses a gallery in the rocks; emerging from which we get a picturesque view of Siis, with its ruined castle on a neighbouring hill, below the triple peaks of the Piz Mezdi, and attain the village by a downward zigzag.

Süs,  $44\frac{1}{2}$  miles from Landquart (Hotels—Schweizerhof, Rhütia, and Fluela), is romantic in situation, under the shadow of the two mountains rising on the right—the Piz Mezdi and the Piz Arpiglia. The ruins of the Fortezza, an old Roman castle, stand eastward on a conspicuous eminence. Two miles onward we arrive at

Lavin, at the entrance of the Val Lavinuoz, a place of modern construction, the old village having been almost totally destroyed by fire in 1869. Hotels—Steinbock, Piz Linard, and Weises Kreuz.

[Ascent of the Piz Mezdi (9,595 feet) may hence be accomplished in about six hours, with a little stiff climbing at the last. Magnificent view. Ascent of the Piz Linard (11,210 feet), the highest of the Silvretta peaks, is practicable for experienced climbers. Time about eight hours from Lavin. Guide necessary.]

Teya . Auttler 2998 Martinsbi Teya nova Schleins 3 Cast Plataran Strade Discholas 2073 Primarans Saraplada !! Raschvela Riserviere Remus Pischa dal Fallun Schalambert Vina Uina da damb Rims

Leaving Lavin, the route passes, by an entrance in the rock, through Giarsun, and ascends to some height above the river, and onwards through woods and fields to Ardetz, five miles from Lavin.

[From Lavin, the road to the left leads in one hour to Guarda (Hotels—Sonne and Silvretta), a finely situated village, from which the easy ascent—six hours—of the Piz Cotschen (9,985 feet), and the more arduous climbing—eight hours—of the Piz Buin (10,920 feet) may be undertaken. Guides recommended.]

Ardetz, a picturesque village, with modern church and ancient castle (Steinsberg), whose tower still remains. Hotels—Sonne, Kreuz, Krone.

[Four miles distant, by a good road, is the village of **Fettan**, beautiful for position, surrounded by pleasant woods and walks, three miles from Schuls and four from Tarasp, the mineral waters from the baths of the latter being sent here for the benefit of those who may prefer this charming locality. A doctor also in daily attendance.]

From Ardetz, a drive of seven miles through wild and imposing scenery brings us to Schuls. The road proceeds by rock-hewn ways and stony slopes, crossing the deep Val Tasna by a central bridge, and takes a lofty route above the sombre gorge of the Inn river, and within view of the picturesque and wooded Val Plafna. On the right bank of the river may be seen the Castle of Tarasp, and in the distance the aspiring heights of the Piz Plafna da Daint, rising to an altitude of 10,415 feet. Passing close to Nairs, as the route inclines riverwards, we drive by the back of the

Kurhaus Tarasp, where travellers may stop if so disposed, and so onwards by a short ascent to

Schuls, a village picturesque in position, facing a grand mountain panorama. Hotels—Post (Cook's coupons taken), Old and New Belvedere: Gaze's coupons. A Porta, Helvetia, Piz Chiampatsch, Schwarzer Adler. Mineral springs of various qualities and characters abound.

The Baths of Tarasp are one mile westward from Schuls, on the main road, or by a pleasant river-side path, situated near the inn. Commodious *Kurhaus*, with postal, telegraphic, and general accommodation for visitors. Saline and chalybeate waters supplied, under the direction of resident physicians. Near at hand is the pleasant village of

Vulpera, attainable by a winding road, surrounded by bright

pastures and flowery fields. It is a favourite residence for visitors, with several good Pensions—Alpenrose, Bellevue, Steiner, Tell, Vanoss, Conradin.

The Castle of Tarasp is in the neighbourhood. It was originally the residence of the Austrian governor, but is now decidedly the worse for wear. The village of Tarasp (or Fontana) lies to the north of the castle. (Hotel—Tarasp.) There are here many beautiful excursions and promenades—notably to Valatscha, crossing the profound valley of Plafna; to Avrona, situated above the Clemgia Gorge, at the foot of the Piz Pisoc; and, half an hour further on, to the Schwarze See, in full view of the Piz Linard.

The ascent of the Piz Lischan (10,180 feet) can be made from Schuls in about six hours. Guide not required. Cross bridge and proceed by Scarlthal road; turn to left at second curve; by forest path to St. Jon; take left turning through fields, skirting foot of Piz St. Jon, and mount through the wood, reaching route in Val Lischanna, by which ascend to wooden hut, whence climb by zigzag over rocks and stones to iron erection on top. A grand view will repay the mountaineer, embracing the surrounding peaks, the Valtellina, the Bernina, the Oetzthal, the Fassa, and the Bernese Alps, while below lie the bright pastures and valleys of the Engadine.

Schuls to Nauders.—Sixteen miles by Sins, Crusch, Remiis, Strada, and Martinsbruck. Scenery varied and magnificent, by deep ravines, ruined castles, grand waterfalls, and lofty mountains. Best enjoyed by the bold pedestrian. Diligence twice daily in four hours, to Nauders. Hotels—Mondschein and Post.

### COIRE TO DAVOS-PLATZ.

(34 miles. Via Lenz and Landwasser Route.)

June 15th to September 15th. Six Places.

Dist. in Kils.	Stations.	 res. Intér.	Dist. in Kils.	Stations.	Fa. Coupé.	
10 22½	Coire Churwalden Lenz	fr. c. 2 65 5 75	37½ 49 55⅓	WiesenSpinabadDavos-Platz	fr. c. 11 40 14 70 16 70	fr. c. 9 50 12 25 13 90

By diligence daily, journey occupying 8 hours.

From Coire, via Churwalden and Parpan to Lenz (14 miles). (See page 193.) Two miles from Lenz, the route, turning eastward, passes Brienz and, soon afterwards, the romantic ruin of Belfort, which surmounts a rocky eminence above the road. Half an hour from Brienz, passing where the road diverges southward to Bad Alveneu and Tiefenkasten, in the Albula Valley (see page 194), we ascend by a lengthy curve from the point of this divergence and along by the top of the hill to the village of Dorf Alveneu. During the onward drive, a fine view is obtained of the valley of the Albula on the southern side of the dividing ridge of the Stulsergrat (8,390 feet), with the aspiring crest of the Albulahorn rising in the distance to the height of 10,740 feet. We now arrive at the village of

Schmitten (Hotels—Kreuz, Adler, and Krone), with its church prominently situated on a verdant eminence. About a mile southward from the village occurs the junction of the two rivers, the Landwasser and the Albula. The onward route proceeds through a tunnel, and crosses the high bridge of the Tiefentobel, to the elevated village of

Wiesen, beautifully situated on the south side of the Rothhorn-stock (Hotels—Palmy and Bellevue), a very favourite health-resort, facing the hamlet of Jenisberg across the gorge of the Landwasser, with the river flowing at a considerable depth in the ravine below. Pleasant walks and excursions in the neighbourhood, and distant views of the Tinzenhorn (10,280 feet) and the Piz St. Michel (10,375 feet). Leaving Wiesen, and descending into the grand gorge of the Züge, we arrive at the Bärentritt (the Bear's Footstep), and can obtain a magnificent survey of the gorge from a stone platform built on the side of the road. To the right, the Sügetobelfall pours its gleaming waters into the valley from a height of more than a hundred feet.

The Landwasser Strasse, by which we now proceed, has been constructed at considerable cost, and displays great engineering skill, passing through galleries sheltered from the avalanche, and several tunnels in the rocks, descending through the gorge to Schmelzboden Hoffnungsau, and by a pleasant valley to Glaris, a scattered hamlet on the meadow-banks of the river. A mile onward we pass

Spinabad (with small sulphur baths), and crossing the Landwasser, in about twenty minutes arrive at

Frauenkirch (Hotel-Post), pleasantly situated at the mouth of the

Sertig Valley. The old church stands in a commanding position, sheltered by a protecting bulwark from the avalanche. Passing in full view of the Tinzenhorn, and recrossing the river, the route leads, on the left side of the valley, dotted with its cottages and chalets,  $2\frac{1}{2}$  miles northward, to

Davos am Platz. This favourite health resort (both summer and winter), though standing at an elevation of 5,106 feet above the sealevel, is in a sheltered position, the air being dry and bracing, especially suitable in cases of pulmonary disease. It is the capital of the district, and well supplied with good shops and comfortable hotels. At the large and well furnished Kurhaus Davos Gaze's coupons are accepted. At the Hôtels Kuranstalt and Belvedere Cook's coupons are available. There are also the Hôtels Rhätia, Buol, Schweizerhof, Strela, Post, Quellenhof, Rathhaus, and Angleterre; besides various Pension establishments—Schönengrund, Waldhaus, Villa Eisenlohr, and Bergadler, the last with English proprietress.

Numerous mountain excursions and ascents are practicable from Davos—to the Davoser See and Davos-Dörfli; to the Gemsjäger and neighbouring waterfalls; to the Waldhaus, at the mouth of the Dischma Valley; to Frauenkirch (see above); to the Baths of Clavadel; to the Strela Alp, Schatzalp, and Ischa Alp. Ascents of the Schiahorn (8,925 feet) and the Küpenfluh (8,670 feet), not difficult, the Pischa (9,790 feet), including glaciers (guide and rope necessary), and the more arduous climbing of the Hoch Ducan (10,085 feet) from the Sertig Valley, can be hence accomplished. The last named will involve some stiff and fatiguing work; and, though a fine excursion for experienced mountaineers properly guided and equipped, is not recommended to untrained climbers.

#### PEDESTRIAN ROUTES.

Davos to Langwies (for Coire), by the Strela Pass, in about 5 hours. From Davos take path to the left and mount steadily (rather hard work, for 3 hours) to the summit of the pass (7,800 feet) between the Küpenfluh southward and the Schiahorn to the north. A splendid view will reward the tourist. Descend to the north bank of the Plessur, through the hamlet of Schmitten (in 2 hours), to Langwies, the principal village in the Schanfigg Thal. From this point a diligence runs daily in 4 hours to Coire, the carriage road traversing the north slope of the valley at a considerable elevation and over deep ravines, via Peist, St. Peter, Castiel, Calfreisen, and Maladers.



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Davos to Bergün, by the Sertig Pass, in about 8 hours. Take the Frauenkirch Road, diverging left through the Sertig Valley, past Clavadel and Sertig-Dörfli. Ascend leftwards through the Kühalpthal to top of the Sertig Pass (8,480 feet), and descend to the right, passing the Raveische Lakes, to the hamlet of Chiaclavuot, and onwards by the Valley of Tuors to Bergün. (See page 197.) This interesting excursion comprises fine views of the Porchabella Glacier and the southward crest of the Piz Kesch, rising to the height of 11,210 feet above the sea-level.

Davos to Ponte (for the Upper Engadine), by the Scaletta Pass, in about 10 hours. Diverge to the right from the Davos-Dörfli road, traversing the Dischma Valley to the Dürrenboden Inn, from which is obtained a good view of the Scaletta Glacier and the Schwarzhorn. Over a rough road, thence ascend to the top of the pass (8,595 feet), where there stands a hut. Descend carefully, in view of waterfalls and glaciers, traversing the Alp Fontana, through the Valley of Sulsanna, three hours to Sulsanna and Capella, half an hour to Scanfs, half an hour to Zuz, so onwards to Ponte, and, if so disposed, to Samaden and Pontresina.

#### COIRE TO SAMADEN.

(By the Julier, 51 miles.)

June 15th to September 15th. Eight Places.

Dist. in Kils.	Stations.	Fa. Coupé.	res. Iutér.	Dist. in Kils.	Stations.	Fa. Coupé.	res. Intér.
10 13 22½ 28⅓	Coire	fr. c. 3 20 4 10 6 90 8 60	fr. c. 2 65 3 40 5 75 7 15	46½ 70½ 75 77 82½	Molins	fr. c. 14 00 21 30 22 70 23 30 24 90	fr. c. 11 65 17 75 18 90 19 40 20 75

Diligences run daily in thirteen and a half hours over this picturesque mountain route in the district of the Engadine.

From Coire, after the Plessur is crossed, the road ascends (with grand views of Coire and its surroundings) the Rhine valley and the Calanda, following the course of the Rabiusa river, passing Malix, and the ruined Château of Strassberg, to

Churwalden, a resort for the whey-cure, which is greatly en-

hanced by the purity of the mountain air. After this the road ascends to

Parpan, from which the ascent of the Stätzerhorn (8,458 feet) may be made. Guide not necessary. Grand mountain scenery. We now soon reach

The Pass of Valbella (5,089 feet), whence are seen the Oberhalbstein Mountains, the Lenzerhorn, and the Piz St. Michel. On the descent, the journey is continued by the Lake of Vatz, and through a dreary and stony district, to

Lenz, and still descending by many windings, with distant views of the picturesque districts beyond the Schyn Pass, and the village of Tiefenkasten in the far distance below. Over the Albula, in due time we arrive at

Tiefenkasten, finely situated in a deep valley, with the church on an eminence overlooking the parishioners. The route, again mounting by the Stein, affords beautiful views of the encircling vales, and enters the emerald pastures of the Oberhalbsteiner Thal, passing the picturesque hamlets of Burvein, Conters, Schweiningen, and Tinzen. Amid a grand variety of scenery, past waterfalls and rivers, hills and downs, past churches, castles, valley and ravines, the road leads onwards to Rofna, and

Molins, where travellers usually refresh themselves with dinner, ready and waiting when the diligence arrives. The road from Molins to Stalla will be enjoyed by the pedestrian and the painter. Rocky landscapes, woods, hills, and dales present their grand attractions. Observe old watch-tower of the Splüdatsch Castle, near to Sur, and the romantic ruins of Marmorera Castle, three miles further on. As the road continues the scenery changes, vegetation grows scanty, and the route ascends past Stalla by numerous zigzags on bleak and stony slopes to the summit of

The Julier Pass (7,504 feet), with its two round Roman milestones dating from the time of Augustus, and small lake, where good trout may be found. During the summer season large flocks of sheep are fed on the sloping pastures of the Julier, and the pastors in charge present a remarkable appearance, with rough woollen cloaks, brown and white, high brown Calabrian hats, and long flowing curls. Like Captain Cuttle, they are rough, but honest, and improve on acquaintance.

By a short descent we pass into the valley of

The Upper Engadine, with grand views of a sublime mountain

panorama. The lofty heights of the Piz d'Albana, Piz Julier, and Piz Pülaschin, the snow-clad summits of the distant Bernina range, and a full survey of the valley of the Engadine, with Silvaplana and its lake below us, combine to present a glorious prospect.

Silvaplana, three miles and a half from the summit of the pass, is situated in pleasant meadow-land, on the lake bearing its name. The beauty of the locality is attracting an annually increasing crowd of visitors, who make their head-quarters here. At the *Hôtel Rivalta* good accommodation may be found: Gaze's and Cook's coupons accepted. We next arrive at Campfèr, and shortly afterwards, three miles from Silvaplana, at the

Baths of St. Moritz, at an elevation of 6,090 feet, the village being situated nearly two miles further on. The baths are supplied by a chalybeate spring, strongly impregnated with acids and alkalis, and are in much repute. Numerous invalids from all parts of Europe visit St. Moritz during the summer. Hotels—Bellevue and Du Lac: Gaze's coupons accepted.

An English church is erected between the baths and the

Village of St. Moritz, which is the highest in the Engadine, situated on a mountain slope north of the Lake of St. Moritz (trout in abundance), and commanding fine views of the surrounding Alps. For those disposed to make a few days' sojourn in this locality, there is a choice of many interesting walks and excursions. In three and a half miles the road arrives at

Samaden, the capital of the Upper Engadine, and a favourite summer resort, being a good centre for many pleasant botanical, pedestrian, and mountain expeditions. It possesses many handsomely built houses, a bank, and an English church. Hotels—Kurhaus Samaden (Gaze's coupons available), Bernina, Des Alpes, Krone.

[Samaden to Pontresina  $(3\frac{1}{2}$  miles). The road crosses the river Inn soon after leaving Samaden, and at the Bernina brook unites with the route from Celerina. By a gradual ascent the journey terminates at

Pontresina, a prosperous little village, extending for nearly a mile on the Bernina road. Flowers in great variety flourish in many of the gardens, but are often destroyed by the frost. The ascent of the lofty

Piz Languard can hence be made. From its summit, 10,700 feet above the level of the sea, the view of nearly one hundred peaks is most comprehensive and impressive. Pontresina provides good

accommodation and convenient head-quarters to the exploring and botanical tourist. Glorious walks, and grand glacier and mountain excursions, in variety, may be hence enjoyed. Hotel—De la Couronne: Gaze's and Cook's coupons accepted.

The great Morteratsch Glacier is a few miles to the south of Pontresina. (Carriage, 5 francs; guide not wanted.) See waterfall of the Bernina, en route, above and below the bridge. Ascend to Chünetta for the best view of the glacier.

The **Roseg Glacier** may also be visited—guide unnecessary— $4\frac{1}{2}$  miles from Lower Pontresina. This glacier has much receded during recent years.]

### COIRE TO SAMADEN.

(By the Albula, 45 miles.)

June 15th to September 30th. Eight Places.

Dist. in Kils.	Stations.	Far Coupé.	es. Intér.	Dist. in Kils.	Stations.	Fas Coupé.	res. Intér.
10 22½ 32	Coire Churwalden Lenz Alveneubad	fr. c. 3 20 6 90 9 60	fr. c. 2 65 5 75 8 00	43 66 72] 78	Bergiin	fr. c. 12 90 20 00 21 80 28 50	fr. c. 10 75 16 65 18 15 9 55

Diligence runs daily by this route in  $10\frac{1}{2}$  hours. Interesting and varied mountain scenery.

From Coire, the first 14 miles, to Lenz. (See page 194.) South of Lenz, the Albula road diverges to the left; passing Brienz, it descends to the Baths of Alveneu, in the Albula valley (the sulphur springs have a good reputation). On the bank of the river near Alveneu there is a fine waterfall. The road now ascends on the right to the pleasant village of

Filisur (see ruins of the *Greifenstein* above); then, descending to the Albula river, and crossing by a covered bridge, ascends through the trees to Bellaluna, and soon enters the

Gorge of the Bergüner Stein, a romantic and thickly-wooded ravine, between high perpendicular rocks, through which the skilfully-constructed road, blasted from the precipice, proceeds at a considerable height above the river, of which one glimpse only can be obtained. Beyond, we come into a green valley, with the lofty Tinzenhorn and the Piz d'Aela towering to a height of more than 10,000 feet; and in less than half an hour arrive at

Bergün, a pleasant village, with an ancient Romanesque church and well-built prison-tower. From Bergün the journey is continued, ascending a picturesque valley, and passing many minor waterfalls formed by the course of the Albula, and the hamlet and lake of Palpuogna, to the inn on

The Weissenstein. From here the route gradually mounts through the rock-encumbered valley of the Teufelsthal to the summit of

The Albula Pass (7,595 feet), between the lofty peaks of the Albulastock. We now descend by a desolate valley, in sight of the Piz Mezaun and the Piz Lavirum, with views of other mountains as we proceed downwards, and through a forest of larches, to

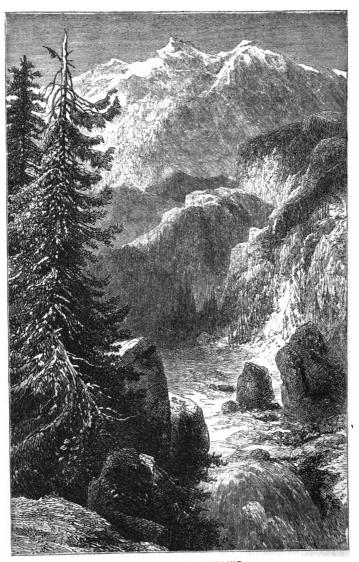
Ponte, on the Inn river, near the narrow valley of Chamuera. The bridge here was the scene of disputed possession between the French and the Austrians, 1799, with six hours' hard fighting in heavy snow. In less than an hour we pass the busy village of

Bevers, at the base of the Crasta Mora (botanists may here purchase dried specimens of Alpine flora of Herr Krättli, who has a fine collection), and so onwards through the valley, surrounded by giant, snow-crowned heights, to Samaden. (See page 195.)

### THE ENGADINE.

The extended valley of the Inn, in Eastern Switzerland, more than sixty miles in length, and averaging about one mile in breadth, is divided into two parts,—the Lower and the Upper Engadine respectively.

The Lower Engadine lies northward from Nauders to Puntota (near Samaden), and is noted for the beauty of its picturesque surroundings, its grand mountain scenery, and its mineral springs. Schuls and Tarasp and their neighbourhood are favourite health resorts, much frequented by patients who combine business with pleasure, and enjoy their chalybeates and carbonate of soda amidst so delightful and beatific surroundings. The village of Siis may be taken, as affording convenient head-quarters for mountaineers.



SCENE IN THE ENGADINE.

The many lateral valleys of the district will repay the exploring rambler.

The inhabitants of the Engadine are an intelligent, temperate, and hard-working people, mostly Protestant.

A fine field is here presented for the pedestrian and the mountaineer. Railways have not yet invaded this eastern portion of Switzerland, and it is to be hoped that its primitive and secluded pastures may be left innocent of steam-locomotion. The government is sufficiently democratic; no more levelling is required. The valley of the Engadine is a quiet and restful part of the world, in which we can well afford to take life leisurely: if not, keep to the Western rails.

The Upper Engadine lies southward, extending from Puntota, in the neighbourhood of Samaden, where the terraced line of demarcation dividing the valley occurs, to the Maloja Pass, including the lakes of St. Moritz, Campfèr, Silvaplana, and Sils. This is the grandest part of the Inn valley. The great mountains and glaciers of the Bernina district are within sight, being easily visited from Samaden or Pontresina; the latter is the best centre for mountaineers.

The mineral waters of St. Moritz have a good reputation.

The climate is bracing, and frosty weather is not unusual in August. "Nine months' winter and three months' cold" is the character given it by the inhabitants themselves. North of Sils, wheat is very sparsely cultivated, and only here and there oats and potatoes. The cattle are generally littered with coarse grass from the marshes and moss, used as substitutes for straw, an almost unknown commodity.

The pastures, pines, and peaks of the district are all of interest. The first named are generally let to contractors from a distance, and during the hay-reaping season many hundreds of Tyrolean labourers are employed. The stone-pine—the "Alpine cedar"—flourishes on the lower slopes, esteemed both for the stateliness of its growth and the usefulness of its hard-grained and fragrant material. The peaks of the neighbourhood have their "honourable mention" in the foregoing and following routes.

### SCHULS TO SAMADEN.-LOWER ENGADINE.

(34 miles.)

June 15th to September 30th. Eight Places.

Dist. in Kils.	Stations.	Far Coupé.	Fares. Coupé. Intér.		Stations.	Far Coupé.	res. Intér.
3 21½ 27½	Schuls Nairs (Tarasp) Süs Zernetz	fr. c. 0 90 6 50 8 40	fr. c. 0 75 5 40 7 00	441	Zuz	fr. c. 13 40 14 60 16 40	fr. c. 11 15 12 15 13 65

Diligence twice daily, the journey occupying 6 hours.

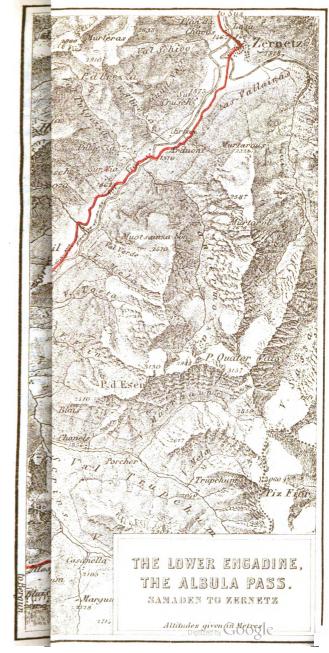
From Schuls, via Ardetz and Lavin, to Süs, 13½ miles (by reverse route, as given on page 189). Leaving Süs southward the road soon reaches the west bank of the Inn, proceeds by a narrow gorge, and, crossing the river, arrives at

Zernetz (Hotel— $B\ddot{u}r$ ), situated at the junction of the Spöl and the Inn. The village has been rebuilt since a destructive fire in 1872. The church, nearly three centuries old, and the ancient castle, the Planta-Wildenberg, were saved from the conflagration.

Mountain ascents may hence be made:—the Piz Sarsura (10,420 feet), 7 hours; the Piz Nuna (10,265 feet), 6 hours; the Piz d'Arpiglia (9,945 feet), 5 hours; and the Munt della Baseglia (9,785 feet), 4 hours. Guides recommended.

Proceeding by a long and pine-clothed gorge of the Inn, at the entrance of which a good view of the river and wooden bridge is obtained, we cross to the left bank, and, near Brail, pass the boundary (the Puntota bridge) which divides the Lower from the Upper Engadine, soon afterwards arriving at the little village of Cinuskel. The route next crosses the stream—which descends the Val Sulsanna and joins the Inn—and proceeds by Capella to

Scanfs (Hotels—Steinbock and Stern). [A pleasant excursion for the ascent of the Piz Casana (10,080 feet), commanding a grand view, may hence be made. Guide unnecessary. By the road, crossing the river, take turning to the right, and proceed in a southeasterly direction through the Val Casana. The bridle-path leads onwards to the Pass Casana (8,835 feet), 6 miles from Scanfs, crossing to the east side for the easy ascent of the mountain. It rises to the north, between the Pass Casana and the Val Trupchum. Through the pass the road leads eastward to Livigno, 7 hours from Scanfs.]



The diligence route continues by the river side, twenty minutes, to Zuz (Hotels—Schweizerbund, Poult, and Concordia), with its ancient tower and elevated avalanche-bulwark, and soon afterwards we arrive at

Madulein, with the ruins of the Castle Guardavall (erected thirteenth century) standing on a steep rock on the right, 350 feet above the village. The view thence will repay the ascent, which may be made in a quarter of an hour. A fine survey is also commanded from the Hôtel Guardavall.

[The easy ascent of the Piz Mezaun (9,730 feet), across the river to the south-east, may hence be made in 5 hours. Fine view from the summit. Also the Piz Griatschouls (9,755 feet) can be ascended without difficulty in about the same time. It rises to the north, and commands a comprehensive prospect, overlooking the Val Sulsanna, by which the descent may be made to Capella. The Piz Kesch (11,210 feet), 5 hours, may be surmounted by experienced mountaineers. Guide required. Fine view of the Bernina range obtained.]

Following the bank of the Inn, the diligence drive is continued for three-quarters of a mile to

Ponte, whence commences the Albula route (see page 197). (Hotel—Albula.) The village of Campovasto is on the other side of the river, at the mouth of the Val Chamuera.

The ascent of the Albulahorn (10,740 feet)—guide necessary; not recommended to the inexperienced—and of the Munt Müsella (8,635 feet), on the east bank of the Inn, an easy climb (with guide) of 3 hours, can be accomplished from Ponte.

From Ponte to Bevers, Samaden, and Pontresina. (See page 197.)

### SAMADEN TO CHIAVENNA.

(By the Upper Engadine and the Maloja, 34 miles.)

June 15th to September 30th. Eight Places.

Dist. in Kils.	Stations.	Fares. Coupé. Intér.		Dist. in Kils.	Stations.	Fa Coupé.	res. Intér.	
5½ 7½ 12	SamadenSt. Moritz(Village) St. Moritz (Baths). Silvaplana	fr. c. 1 70 2 30 3 80	fr. c. 1 40 1 90 3 15	16½ 35½ 45 54½	Sils	fr. c. 5 00 10 70 13 50 16 40	fr. c. 4 15 8 90 11 25 13 65	

Diligence daily in 10½ hours. From Samaden, 9½ hours.

Samaden to Silvaplana (see page 195), reversing the route. From Silvaplana the road follows the western bank of the lake, 2\frac{3}{4} miles, to Sils, lying to the left, pleasantly situated, with several good houses and gardens. The journey is continued, skirting the

Lake of Sils, 4 miles long (pale green in colour), with grand views of mountains and glaciers, until, crossing the river Inn—which comes down in several falls from the Piz Lunghino—near the south-west extremity of the lake, the route attains the plateau of the

Maloja Pass (5,940 feet), which separates the Engadine from the Bregaglia valley. (Hotel—Maloja-Kulm, for rest and refreshment.) We now descend, passing the ruined Church of S. Gaudenzio on the right, through rich wooded slopes, to the village of

Casaccia, the highest in the Val Bregaglia. Above the village is the ruin of *Turratsch*. By further windings we descend in an hour to

Vicosoprano, the chief village of the valley, where the streams of the Maira and the Albigna unite. Distant view of glacier and cascade, which, if time permit, may be visited in about 4 hours' excursion through the wild Val Albigna.

The route next passes Borgonuovo, with Coltura on the opposite slope, Stampa, and through the rocky gallery of La Porta, to

Promontogno, a village in parish of Bondo, above which rise the massive ruins of Castelmur. Further on, the road crosses the Maira, near its confluence with the Bondasca, arriving at Spino, opposite Bondo, near to which is seen the château of the Counts of Salis. Two miles distant we arrive, through a pleasant country, where chestnuts and mulberries abound, at Castasegna. Here silkworms flourish, and chestnuts are a staple commodity of trade. The road now passes into Italy, a little beyond Castasegna—the last village in Switzerland—the stream marking the boundary line between the two countries. Following the right bank of the Maira, the journey is continued through the Villa di Chiavenna, passing the hamlets of S. Croce, and a double waterfall of the Maira, to

Chiavenna. (See page 182.)

# SAMADEN TO TIRANO.

(By the Bernina, \$4 miles.)

By diligence for three months during the summer season, com-

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Dist. in Kils.	Stations.	Fa Coupé.	res. Intér.	Dist. in Kils.	Stations.	Fa Coupé.	res. Intér.
5½ 20 26½	Samaden Pontresina Bernina Hospice La Rosa	fr. c. 1 70 6 20 8 00	fr. c. 1 40 5 15 6 65	383 43 483 553	Poschiāvo	fr. c. 11 60 12 60 13 75 15 15	fr. c. 9 65 10 40 11 25 12 30

June 15th to September 15th. Six and eight Places.

mencing June 15, daily to Poschiāvo, 5¼ hours; Poschiāvo to Tirano, 2 hours. Also a fine route for pedestrians.

Leaving Pontresina (see page 195), we pass in ten minutes the waterfall on the left, from the Val Languard, and further, on the right, the road to the Morteratsch Glacier (see page 196). From this point we ascend, obtaining grand views of the glacier lying between the Piz Chalchagn (north-west) and Munt Pers (south-east), with the magnificent encircling snow crests of the Piz Bernina, Morteratsch, Tschierva, Argient, Zupò, Bellavista, and Piz Palü. The route now reaches the

Bernina Houses, at the mouth of the Val del Fain—elevation, 6,725 feet—5 miles from Pontresina. (Excursions of botanical interest may be made in the Val del Fain, 5 miles in length.) The road onwards makes a gradual ascent on the eastern side of the valley by the entrance of the Val Minor, and passing the miniature lakes Minore and Nero, touches the northern shore of the Lago Bianco (the last, largest, and highest of the three—2 miles long), 7,315 feet. (The Piz Cambrena, towering to the height of 11,835 feet, is seen on the right, overshadowing the Cambrena Glacier.) Hence we ascend eastward, and reach the

Bernina Hospice, 9 miles from Pontresina, situated in a commanding position, 320 feet above the Lago Bianco, and facing the Cambrena Mountain and Glacier. It bears the inscription, "Dieu et Patrie." The small Lago della Crocetta lies near the hotel. A short distance from the Hospice is the

Summit of the Bernina Pass (7,658 feet). [The two hours' ascent of the Piz Lagalb (9,720 feet), northward, will be repaid by a splendid view. Guide recommended. The picturesque Piz Campascio (8,535 feet), rising south of Hospice, may be climbed in one hour, and commands a beautiful prospect. Excursions to the Sassal Masone and the Alp-Grüm (about an hour and a half) are recom-

mended, by road skirting the east bank of the Lago Bianco, crossing to the right slope of the valley from its southern end. A direction-post indicates the route (right) to the Sassal Masone (7,800 feet), commanding a comprehensive survey of the valley of Poschiāvo, the heights of the Val Viola, and the Palü Glacier. Or, by keeping the direct road, arrive in about a quarter of an hour at the Alp Grüm (7,185 feet), where a close view of the Palü Glacier is obtained, high above the valley of Poschiāvo, with its distant lake and hamlets. Refreshments may be had at both points of view.]

The road, passing through two galleries, descends by several windings to the La Motta and La Rosa Auberges. (The Val Lagone opens to the north of La Motta.) As the route crosses eastward on the mountain side a good view is obtained of the valley of the Poschiavino, with Poschiavo in the distance. Descending, we reach Pisciadello at the level of the valley, thereafter obtaining a sight of the glacier from the Pizzo di Verona (on the right) as we approach

Poschiāvo, 21 miles from Pontresina (Hotels—Albricci, with post and telegraph, Croce, and Helvetia), a busy town of 3,000 inhabitants, with Catholic church dating from the fifteenth century, town-hall with armorial bearings, handsome houses, and manufacturing establishments.

Crossing the river, we proceed by the level valley, 3 miles, to

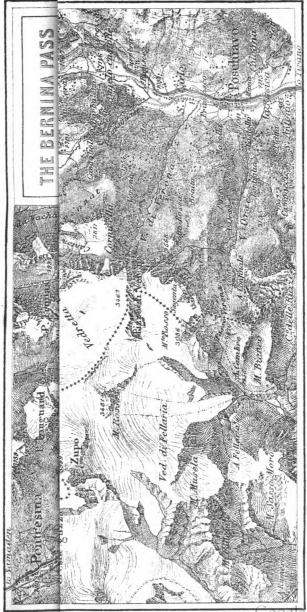
Le Prese, at the north end of the Lago di Poschiāvo. (An omnibus plies several times daily to this resort from Poschiāvo.) Sulphurous and alkaline waters are supplied from a neighbouring spring. Hotel accommodation at the Bath-house at moderate rates. The road now skirts the west bank of the lake (2 miles) and descends by a rocky ravine, within sight of many waterfalls, 3½ miles, to

Brusio, the last village in Switzerland on the route. Another mile through the chestnut trees, passing, on the right, the imposing cascade of *Sajento*, and we arrive at Campo Cologno, for the frontier of Italy, with the *Dogana* near the old Piatta Mala Fort.

Through the Italian vineyards we now proceed 21 miles to

Madonna di Tirano. (Hotel—S. Michele.) The village boasts an ancient pilgrim-church, more than two hundred years old. It is situated in the Valtellina, the wide valley of the Adda, frequently flooded by its inundations. At this point the road joins the Colico and Stelvio routes, and one mile eastward arrives at

Tirano (Hotels: Della Posta—Gaze's coupons accepted, post-office; Angelo; and Stelvio), an old town, with ancient mansions of the Salis and Pallavicini families, 32 miles from Pontresina.



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# TIRANO TO COLICO.

(By the Valtellina, 43 miles.)

By diligence daily, making the journey in 9 hours.

June 15th to September 30th. Six places.

Dist. in Kils.	Stations.		Fares. Coupé. Intér.		Stations.	1	res. Intér.
27	Tirano	ł	fr. c. 4 25	52 <del>}</del>	Morbegno	10 40	fr. c. 8 30 11 05

The route follows the course of the Adda on the north bank until beyond Sassella, when it crosses the river to the south side,—in many points picturesque and interesting.

From Tirano one mile to Madonna di Tirano, thence to the south-west, nearly four miles to Tresenda, where divergence can be made by the Passo d'Aprica to Brescia (on the Alta Italia railway). See ancient watch-tower of *Teglio* on the right, standing on a conspicuous elevation in the Val Teglino. Through the villages of S. Giacomo and Guicciardi, we arrive, 17 miles from Tirano, at

Sondrio, the chief town of the Valtellina district, situated on the Malero river, whose impetuous waters unite with the stream of the Adda a mile south of the town. Hotels—Posta (Cook's, Gaze's, and Caygill's coupons accepted) and Maddalena.

[The side valley—the Malenco—to the north will well repay the visitor. The road leads by Torre to Chiesa—9 miles from Sondrio—a finely-situated village south of the Bernina, with the Monte della Disgrazia (12,075 feet) rising on the west, so called on account of the disasters occasioned in its vicinity by its frequent avalanches, mudstreams, and landslips. The ascent is fatiguing and difficult. In preference excursions are recommended from Chiesa to the Pirlo Lakes, to the Val Lanterna by Lanzada, and to the Palü Lake.]

En route from Sondrio, we pass the quaint little town of

Sassella, with its curious old church, supported by arches, on a rocky elevation, overshadowed by the snowy crest of the "Mountain of Disgrace." In the neighbourhood grapes, peaches, pomegranates, and figs are abundantly produced. Onwards from Sassella the road crosses to the south side of the river, when it reaches the next place of importance,

Morbegno (Hotel—Della Posta), 32 miles from Tirano, where silk

is largely produced. The western end of the Valtellina is not recommended for a lengthy sojourn, it being rendered unhealthy from the inundations of the Adda.

A straightforward drive of ten miles to the west brings us to the point of junction with the Splügen route, whence we soon arrive at

Colico, 43 miles from Tirano, at the northern end of the Lake of Como. Hotels—Angelo, Isola Bella, and Risi. (See page 183.)

### TIRANO TO BATHS OF BORMIO.

(25 miles.)

By diligence daily in 6 hours.

June 15th to September 30th. Six places.

Dist. in Kils.	Stations.	Fares. Coupé. Intér.		Dist. in Kils,	Stations.	Fa. Coupé.	res. Intér.
19	Tirano	İ	fr. e. 5 15	361	BormioBaths of Bormio		

Ascending from Tirano through the vineyards, in sight of the lofty Piz Masuccio, the road leads to Mazzo, 6 miles from Tirano, where it crosses the Adda, and onwards to the important village of

Grosotto (Hotel—Lion d'Or). Over the Rossco, issuing from the Val Grosina to the left (see ruined fortress of Venosta guarding its entrance), we proceed, via Grosio, again crossing the Adda, to

Bolladore, 12 miles from Tirano. (Hotel—Della Posta.) See church of Sondalo standing at a picturesque elevation on the western slopes. Leaving Bolladore, the valley becomes narrow, and the scenery wilder and more sterile. Five miles onwards the route leads, by the shattered ruins of an ancient fort on the right, through the desolate ravine of

La Serra di Morignone, nearly a mile in length, at the end of the Valtellina district. In the summer of 1859 a severe contest between the soldiers of Garibaldi and the Austrian troops occurred in this locality at the "Devil's Bridge." Emerging from the defile into the Bormio district, we pass the little village of

Morignone, in the pleasant Valle di Sotto, with its church built on a neighbouring hill. The road leads through the hamlet of S. Antonio and the village of Ceppina onwards to the wide and cultivated valley of Bormio (surrounded by snow-clad heights), and by a

straight route across the "Piano." We now cross the stream of the Frodolfo, joining the Adda, and, turning to the left, arrive at

Bormio, 25 miles from Tirano. (Hotels—Posta and Gius. Cola.) This quaint town is well situated, near the Val Furva, and is noted for fine honey, here largely produced and in brisk demand.

[A pleasant excursion, pedestrian or otherwise, to the

Baths of S. Caterina, finely situated in the Furva valley (about 7 miles from Bormio), is recommended. The scenery is charming, and the waters are chalybeate. A carriage may be hired for the trip at moderate cost.

The ascent of Monte Confinale (11,076 feet) may be made from S. Caterina without much difficulty, in five hours. Guide should be engaged. The summit affords a grand survey of the Bernina and Ortler mountains, with the Monte della Disgrazia rising on the south.]

From Bormio, we ascend by numerous windings for two miles to the **Baths of Bormio**. At the *Hôtel des Bains de Bormio*, Cook's, Gaze's, and Caygill's coupons are available: a fine establishment, 5,000 feet above the sea-level, commanding a grand view. The baths have an extended reputation, and are much frequented by summer visitors.

# BATHS OF BORMIO TO NAUDERS.

(By the Stelvio Pass, 52 miles.)

By diligence daily during summer season to Spondinig (near Eyrs), 10 hours; thence to Nauders daily in 5 hours.

Dist. in Kils.	Stations.	Fares.				Dist, in Kils,	Stations.	Fa	res.
	Baths of Bormio	fr.	c.	60	Prad	fr. 15	c. 20		
19	S. Maria	4	80	65	Spondinig	16	50		
22	Ferdinandshöhe	6	00	68	Mals	18	40		
34	Franzenshöhe	8	00	77	St. Valentin	20	20		
45	Trafoi	12	00	102	Nauders	23	50		

June 15th to September 30th. Six places.

The Stelvio route is by the highest pass in Europe, attaining an elevation of 9,050 feet above the level of the sea, and commanding varied mountain and glacier scenery. It was constructed by the Austrian Government during the early part of the present century, and evidences great engineering skill.

The ascending road leads by a long winding route, from which a comprehensive mountain survey is obtained, through the Galleria dei Bagni, and onwards through a weird ravine, Il Diroccamento. The defile is protected from water streams and avalanches by a series of tunnels and galleries, traversing which the route leads to the Cantoniera, or Hospice, di Piatta Martina (5,975 feet), and afterwards to the Cantoniera al Piede di Spondalonga (6,900 feet). We now cross the stream—from the Val Vitelli—by the "High Bridge," mount by many zigzags (short cuts for pedestrians), passing a casino and a third cantoniera (7,870 feet), and reach an inn, where refreshments may be obtained, whence, nearly 450 feet in an upward direction, we next arrive at

S. Maria, the fourth refuge, situated in a desolate region; a veritable "Bleak House;" also the Italian frontier and Dogana.

[The ascent of the Piz Umbrail (9,960 feet) can hence be made in 3 hours. Turn to left by the Custom-House, and climb by the lower slope and zigzag path plainly indicated to the summit, which commands a mountain view of singular and imposing grandeur. Guide unnecessary.]

Leaving S. Maria, the route passes the great Scorluzzo and Cristallo Glaciers, on the right, to the

Summit of the Stelvio Pass (9,050 feet). The pass is seldom free from snow, even at midsummer. The boundary dividing Italy from the Tyrol is marked by a pillar, to the right. We now descend by long zigzags, in view of the icy peaks of the Geisterspitze (11,356 feet), and the Tuckettspitze (11,400 feet), to

Franzenshöhe, nearly two thousand feet below the top of the pass. Refreshments at Wallnöfer's Inn. We here see the great Madatsch Glacier extending southwards into the valley. Two miles onward a cross marks the place where, in 1876, an English lady was murdered by her husband, De Tourville, a Belgian, whom she had recently married, and who here pushed her from the rocks over the precipice, hoping to secure a sum of money to which the unfortunate lady was entitled. He was convicted (in Austria) of the crime, and sentenced to penal servitude for life. Five minutes further on the descent we come to the

Weisse Knott, a projection of the rock, where a seat is provided, commanding a grand view. In front rises the lofty crest of the Madatschspitz, and the Madatsch Glacier stretching into the wooded

valley below; to the left, the heights of the Ortler and the Pleisshorn; and to the north, the snowy peak of the Weisskugel. Continuing the long descent we arrive, in due course, at the little village of

Trafoi (Hotel—De la Poste), situated at the foot of the Ortler Mountain (12,815 feet), the highest of the Eastern Alps, which may be hence ascended. A but has been lately built by the German Alpine Club on the Tabaretta-Kamm (10,060 feet), at which the night may be spent, and from which the summit of the Ortler may be attained in about four hours. Nervous climbing near top. Guides with rope and axe necessary.

[From Trafoi a pleasant excursion may be made to the **Three Holy Springs**, about three miles distant. Take path to the left from main road, and walk through field and wood to end of valley. The three figures of Christ, the Virgin, and St. John stand beneath a protecting roof, near a pilgrimage chapel. The holy water flows from the breasts of the statues.]

The route leads by the course of the turbulent Trafoi-Bach to

Gomagoi, 800 feet below Trafoi, situated westward of the grand valley of the Suldenthal, 8 miles long, with the great Sulden Glacier at its farther extremity. Sulden is its principal village,  $2\frac{1}{2}$  miles distant. Mountaineers are recommended to descend the Ortler to this point. Hotels—Eller and Zum Ortler.

Still descending through the contracted valley, we pass, on a hill leftwards, the village of Stelvio, from which the pass is named, and entering the broad expanse of the Etschthal, arrive at

**Prad**, 50 miles from Bormio, at the northern end of the Stelvio route. (Hotel—Neue Post.) The road now traverses the valley of the Etsch, and leads over a long bridge, 2 miles onwards, to

**Spondinig** (Hotel—*Hirsch*). The diligence is bound for Eyrs, 2 miles to the east, but passengers to Nauders may rest at Spondinig, resuming their seats as the stage returns next day to this point, *en routs* for Nauders.

The road proceeds north-west, skirting the foot of the mountains. See, on the left, the dilapidated Castle of Lichtenberg; and, to the right, the Château Churburg, belonging to Count Trapp. We next reach Schluderns and the village of Tartsch, passing, 7 miles from Spondinig, the old Tower of Frölichsburg, and soon arrive at the little town of

Mals (Hotels—Hirsch, Adler, and Greif), on the banks of the Adige. Facing the town, on the opposite side of the river, is the Abbey of

Marienberg, a large establishment belonging to the Benedictine order. Onwards, by the uninteresting Malser Heide, past the village of Burgeis and the Castle of Fürstenburg (used as an alms-house), the road ascends to the eastern bank of the Heider-See, and next leads to

St. Valentin (Hotel—De la Poste), once used as an hospice. The road leads onwards, left of the Mitter-See, to Graun, at the mouth of the Langtauferer valley. Grand views in retrospect. Passing Reschen, the route attains the top of the Reschen-Scheideck (4,900 feet), and descends 430 feet to

Nauders, 52 miles from Bormio. (See page 190.)

For travellers who may desire to return by northern Switzerland, without retracing their route, the journey by diligence from Nauders to Landeck and Bludenz, thence by rail to Bregenz (south of Lake Constance), is recommended as follows:—

Nauders to Landeck.—Twenty-seven miles. Diligence daily in  $5\frac{1}{2}$  hours. Fare—10 florins, 60 kreuzers. Traversing the lofty Finstermünz Pass through rock-hewn galleries, and passing various Austrian villages, to Ried, thence to Landeck. Hotels—Schwarzer Adler and Goldner Adler. Divergence may here be made by diligence daily to Innsbruck.

Landeck to Bludenz.—Forty-seven miles. Diligence daily in 9½ hours. Ascending the valley of Stanz to Flirsch, St. Anton, and summit of the Arlberg Pass (5,896 feet), and descending to Stuben, Dalaas, and Bludenz. Hotels—Kreuz, Post, and Krone. Bludenz is finely situated north of the picturesque Brandner-Thal, with grand view of the icy crest of the Scesaplana (9,720 feet). The ascent of this mountain, the highest of the Rhätikon range, can be accomplished from Bludenz, including a visit to the beautiful Lunersee, a mountain-lake, dark green in colour, 6,315 feet above the sea-level, and about four miles in circuit. During the summer season, dinner and bed can be had at the Douglas Hut, at the western side of the lake (six hours' easy journey from Bludenz by Bürs, the Brandner-Thal, and Brand). Ascending from the hut over the stony Todtenalp, through the cheminée, and skirting the glacier beyond, we reach the summit, which commands an extensive view.

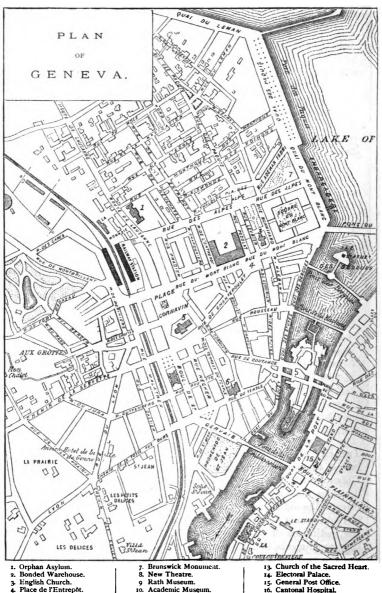
Bludenz to Bregenz (36 miles). By rail, via Feldkirch, Hohenems, and Dornbirn. Fares—2 florins, 80 kreuzers; 2 florins, 10 kreuzers; 1 florin, 40 kreuzers. From Bregenz (Hotel—Montfort, near railway station; Oesterreische Hof, at the lake-side), by lake or rail, to Constance, Schaffhausen, etc.

# SOUTHERN SWITZERLAND, SAVOY, AND THE ITALIAN LAKES.

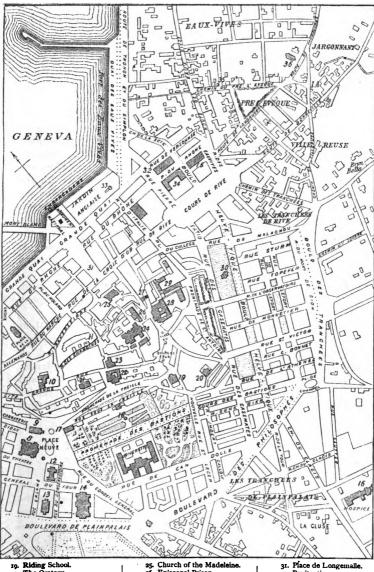
GENEVA AND ENVIRONS—LAKE OF GENEVA—GENEVA TO VILLENEUVE—GENEVA TO MARTIGNY, via LAUSANNE AND ST. MAURICE—GENEVA TO MARTIGNY, via BOUVERET—MARTIGNY TO AOSTA, BY THE GREAT ST. BERNARD—SEMBRANCHER TO AOSTA, BY THE VAL DE BAGNE—MARTIGNY TO CHAMONIX, BY THE TÎTE NOIRE—MARTIGNY TO CHAMONIX, BY THE COL DE BALME—VERNAYAZ TO CHAMONIX, BY SALLENCHES—CHAMONIX BY SALVAN AND TRIQUENT—GENEVA TO CHAMONIX, BY SALLENCHES—CHAMONIX AND ENVIRONS—ASCENT OF MONT BLANC—CHAMONIX TO AOSTA, BY THE COL DU BONHOMME—MARTIGNY TO VISP AND BRIEG—THE VALAIS VALLEYS—VAL D'HÉRENS, VAL D'HÉRÉMENCE, AND VAL D'AROLLA—VAL D'ANVIVIERS AND TUSTMAN-THAL—SION TO ZERMATT, BY MOUNTAIN ROUTES—VISP TO ZERMATT—ZERMATT AND ENVIRONS—ZERMATT TO AOSTA, BY THE THÉODULE PASS—TOUR OF MONTE ROSA—ZERMATT TO MACUGNAGA AND VOGOGNA—BRIEG TO ARONA, BY THE SIMPLON—BELLINZONA TO NOVARA—BELLINZONA TO COMO—LAGO MAGGIORE—LAKE OF ORTA—ARONA TO MILAN—LUINO TO PONTE TRESA—LAKE LUGANO AND PORLEZZA TO MENAGGIO—LAKE OF COMO—LUGANO TO MILAN—MILAN.

# GENEVA. 81.81.88.89

The city of Geneva is situated at the southern extremity of the lake of the same name. Population, 48,830. The swift waters of the Rhône, which here rush from the lake, separate the town into two divisions, almost north and south. The latter, on the left side of the river, is the old historic Geneva. On the right is the Quartier St. Gervais, once a poor suburb, but, since the days of Albert Smith and the institution of the railway, much improved by handsome buildings, monuments, and promenades. There are six bridges connecting the two parts of the town. The first, nearest the lake, is the Pont du Mont Blane, from which an imposing view of the city may



- 4. Place de l'Entrepôt.
- 5. Church of Notre Dame. Church of S. Gervais.
- 11. Calvin's House. 12. Conservatory of Music.
- 16. Cantonal Hospital.
- 17. Theatre. 18. Botanical Garden.



- 20. The Oratory. 21. Church of S. Germain.
- 22. Hotel de Ville.
- 23. Arsenal.
- 24. Cathedral of S. Peter.
- 26. Episcopal Prison.
- 27. Lutheran Chapel.
- 28. Palace of Justice.
- 29. College. 30. Observatory.

- 32. Penitentiary.
- 33. Kiosque.
- 34. Warehouse.
- 35. Police Office.

36, Russian Church. -00glê

be obtained. It leads to the Jardin du Lac, both the bridge and the garden forming a favourite promenade. The Quai du Mont Blanc, on the right side, affords a fine view eastwards of the "Monarch of Mountains" and the contiguous heights. The next bridge is the Pont des Bergues, to the east of which lies the Ile de Rousseau (connected with the larger bridge by a small suspension bridge of its own), with its tall trees, its small café, and bronze Statue of Rousseau by Pradier. The third bridge in order is the Pont de la Machine, beneath which the river falls over a regular elevation, of about six feet, as it passes onwards in its arrowy course, brightly blue, and clear as crystal. The two farther bridges are connected with the small Quartier de l'Ile, lying in the centre of the Rhône; and the last, the Pont de la Coulouvrenière, is still lower down, near the baths. Broad quays on either side, with handsome buildings and fine shops, present their varied attractions. The chief trade of Geneva is the manufacture of watches, about 100,000 being annually disposed of: and of these there is to be found a grand assortment at the principal shops. Musical boxes, too, are here made in large variety.

Hotels.—D'Angleterre; Beau Rivage: Gaze's coupons accepted. Du Lac; National; De Russie; Métropole: Cook's coupons accepted. De la Paix: Caygill's coupons accepted.

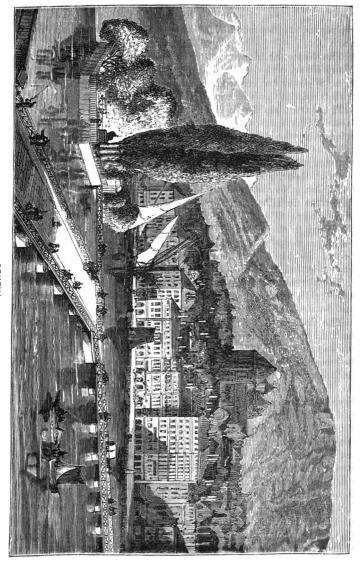
Railway Station.—At the western extremity of the Rue du Mont Blanc, a handsome street leading directly eastward to the principal quays and hotels of the city. The traveller will always find, on arrival, the various omnibuses of the numerous hotels in attendance.

Tourist Offices.—H. Gaze and Son, 28 Grand Quai. T. Cook and Son, 90 Rue du Rhône. O. H. Caygill and Co., 2 Place Longemalle. English Church.—In the Rue du Mont Blanc, on the right from the quay, not far from the Hôtel des Bergues.

American Church.—Rue du Rhône.

One day should be given to the interesting sights of Genevanamely:--

Monument of the Duke of Brunswick.—Dying in 1873, the duke bequeathed £800,000 sterling to the town of Geneva, and this elaborate memorial has been erected to his honour. It stands in the Place des Alpes, fronting the Quai du Mont Blanc. On a platform adorned by coloured marbles, mosaics, fountains, and flowers, and guarded by colossal lions, rises a magnificent Gothic monument, with its central chapel and sarcophagus, on which lies the recumbent figure of the duke. This is surrounded by many historic and emblematic



sculptures, and surmounted by an equestrian bronze statue of the duke.

- The National Monument is on the south side of the Pont du Mont Blanc, and consists of bronze double statues—Helvetia and Geneva—by Dorer, erected in commemoration of the union of Geneva with the Swiss Confederation, 1814.
- The Jardin du Lac is close at hand, on the southern bank of the lake. It is a favourite promenade, where instrumental music is frequently provided pro bono publico. In the Kiosque (near the Hôtel de la Métropole) is a fine Model of Mont Blanc and its surroundings, by Sené, carved in lime-wood, the result of many years' artistic labour, and deserving careful attention. Admission, one half franc. Near at hand are the

Pierres du Niton, two granite rocks appearing above the surface of the lake. These are ancient Roman altars (so says tradition) dedicated to the worship of Neptune; but geologists consider them simply as rocks of a more enduring material than the surrounding bed of the lake, consequently resisting the action of water, which has levelled all beside.

- The Russian Church, near the Observatory, stands on an eminence, with its gilt domes making it conspicuous. Interior elaborate and ornate.
- The Cathedral, dedicated to St. Peter, stands at some elevation from the lake and lower part of the town, in a central position, to some extent hemmed in by narrow streets and tall houses. It may be best arrived at by ascending the Rue de la Fontaine (from the Rue de la Croix d'Or, south of the Grand Quai du Lac) and turning to the right. It dates from 1024. Founded by the Emperor Conrad II. Style Romanesque, with many alterations in the intervening centuries; Corinthian portico added in the last. Ring for the verger at the adjoining Loge du Concierge. Fee, one half franc each. interior contains many interesting historic monuments. The chief interest, for English visitors, will be the association of this church with the name and fame of Calvin. The pulpit chair was formerly used by that celebrated divine, and the old pulpit canopy is the same as when he preached beneath it. Organ concerts on Monday, Wednesday, and Saturday, 7.30 P.M.; admission, one franc. The towers of the cathedral may be ascended for the sake of an inspection of its ancient bells, and a survey of the fine prospect from the top.

Calvin's House.—No. 11 Rue des Chanoines, where the Reformer lived for more than twenty years, until his death, 1564.

Rousseau's House.—No. 40 Grande Rue, near at hand, is the birthplace of Jean Jacques Rousseau (1712). Near the Cathedral, in the Rue St. Pierre, is

The Arsenal, opposite the Hôtel de Ville, containing a museum of ancient Swiss arms and accourrements of war. The old scaling-ladders used by the Savoyards in 1602, when the Duke of Savoy vainly attempted the "escalade" of the town, may there be seen. The event is commemorated by a granite fountain of modern erection, at the western end of the Rue des Allemands, close at hand.

The Hôtel de Ville.—Style, Florentine; dating from fifteenth century. The building is provided with an inclined plane in lieu of staircase, so that the old councillors of Geneva could ride to and from their council chambers. In the Salle de la Reine are some good pictures deserving attention.

Near the Hôtel de Ville is an archway leading to the elevated promenade of

La Treille, affording a fine view of the Salève Mountain and intervening scenery, and closely overlooking the

Botanical Garden, originated by the famous De Candolle, 1816. His bust, on bronze pedestal, will be found in front of the Conservatory, the interior of which contains busts of various Genevese celebrities. In the Place Neuve, adjoining, is the

Rath Museum (opposite the Theatre), a collection of paintings and casts of well-known statues. It was founded by Rath, born at Geneva, afterwards a Russian general. Admission gratis, except on Tuesdays and Saturdays, one half franc. Near at hand, on the Bastion Promenade, is

The New University. The central part of the building contains lecture-halls, antiquarian collections, and laboratories. The right wing contains the Bibliothèque Publique, consisting of 100,000 volumes, originated by Bonnivard, "the prisoner of Chillon" (see page 229), whose library has since increased to its present noble dimensions. Here are valuable manuscript documents of the Council of Bâle, autograph letters of Calvin, Beza, Luther, St. Vincent de Paul, and Rousseau, with the Homilies of St. Augustin on papyrus, dating from the sixth century, carefully kept under glass. Fee to concierge expected. In the left wing is the

Museum of Natural History, containing the zoological, geologi-

#### GENEVA AND ENVIRONS.



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cal, and conchological collections of Melly, De Saussure, and Pictet respectively. Admission gratis, Saturdays excepted, when the concierge expects a gratuity.

The Conservatoire de Musique, the Musée Fol, the Athénée, the modern Church of Notre Dame, and the ancient Eglise de la Madeleine can be visited, as well as the usual and principal promenades of the city.

The Environs of Geneva.—Besides lake excursions, there are many fine walks or drives which may be taken in the neighbourhood. One of the best would be an

Excursion to **Versoix**, along the right bank of the lake, passing *Petit and Grand Sacconnex*, with a grand view from the hill of the lake and the group of Mont Blanc. Return journey by rail or by steamer.

The Bois de la Bâtie.—A pleasant walk, following the Rhône to the new bridge crossing the Arve, the point of confluence of the rivers. Their union is not unlike an ill-assorted marriage (taking a simile of Tom Hood's)—the lady is somewhat yellow, and the gentleman looks blue! Return by Plainpalais.

Ascent of the Grand or Petit Salève.—By omnibus, through Mornex to Monnetier (2 francs), a village in the ravine between the two mountains. From here the ascent of the Grand Salève may be made in  $1\frac{1}{2}$  hour. View from the top comprises the Geneva Lake, chain of Mont Blanc, the Jura, the Cantons of Geneva and Vaud, and some extent of French territory. The Petit Salève may be ascended in half an hour, and commands a fine surrounding view, but by no means equal to the prospect from the Grand.

Vesenaz.—Walk or drive by the left bank of lake, through avenue of plane-trees, for 3 miles to Vesenaz; rest at the inn, with pleasant garden near the lake, and return by Cologny, or, further afield, by Chougny. Beautiful views, charming country, lovely lake, and glorious mountains.

In the neighbourhood of Geneva there are many fine villas and handsome gardens situated on both sides of the lake. On the right bank, at Varembé, the villa-residence of the Empress Eugenie, and afterwards of Lola Montez; at Prégny, the villa of the Rothschilds; at Les Eaux-Vives, on the left bank, there is the handsome villa of Favre de la Grange, containing one of Canova's early paintings; and also the Villa Diodati of Lord Byron.

# LAKE OF GENEVA.

This crescent-shaped lake is the largest in Switzerland, its northern bank being 50 miles and its southern 43 miles in length; it is about 8 miles broad at its centre. The area of the lake is 225 square miles; the water is deep blue in colour, and its cultivated banks are rich with magnolias, cedars, walnuts, chestnuts, and vineyards. Byron, Goethe, Rousseau, and Voltaire have written of its varied beauties in glowing stanzas and romantic strains. The practical tourist will excuse hackneyed quotations.

The journey is made by steamer several times daily from Geneva to Villeneuve; and to Bouveret, several times daily, in about 41 hours. The stations on the north bank are Versoix, Coppet, Céligny, Nyon, Rolle, Morges, Ouchy, Lutry, Cully, Vevey, Clarens, Montreux, Territet-Chillon, and Villeneuve; on the south bank, Belotte, Bellerive, Anières, Hermance, Nernier, Thonon, Evian, St. Gingolph, and Bouveret.

The route along the north bank is usually preferable, as finer Alpine views may be obtained, especially towards the eastern end, after passing Ouchy. The Montblanc and the Winkelried are the largest steamers on the service. Refreshments may be obtained on board at a moderate cost.

Stations.		res.	Stations.	Fares.		
	1st Cl.	2nd Cl.		1st Cl.	2nd Cl	
	fr. c.	fr. c.		fr. c.	fr. c.	
Nyon	2 00	0 90	Ouchy	5 00	2 00	
Thonon	8 40		Vevey		2 70	
Evian	4 20	2 00	Villeneuve	7 50	8 00	

Fares from Geneva to

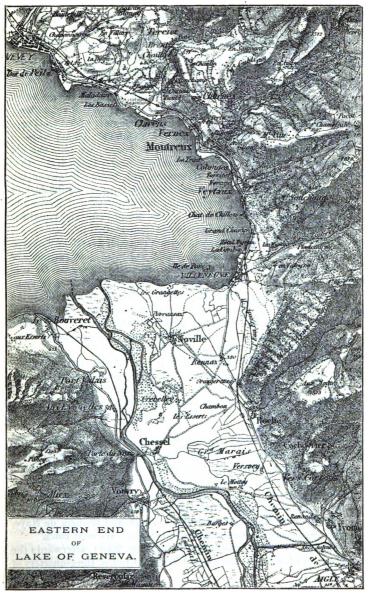
# GENEVA TO VILLENEUVE.

(By steamer. North Bank of Lake.)

Leaving Geneva (Quai du Mont Blanc or Jardin du Lac), and passing the well-cultivated north-western shore, we arrive at

Versoix, a large village with handsome houses and villas on the lake-side, 5 miles from Geneva. Hotel-Lion d'Or. The next station is

Coppet, with its old château, for some years the residence of the well-known Madame de Staël, and in which some of her personal



belongings and portrait are exhibited. Hotels-Ange, Croix Blanche, and Du Lac. The steamer now proceeds to

Nyon, a town of Roman origin. Its massive castle and fortifications date from the twelfth century. Hotels-Couronne and Beaurivage. A pleasant excursion may hence be taken for the ascent of the Dôle. By omnibus, 9 miles to St. Cergues, situated at some elevation on the mountain-side, from which the summit (5,500 feet) may be attained in two hours. Guide not required. Grand view of Mont Blanc. As the steamer renews its course, we pass the old château of Prangins, once the residence of Joseph Bonaparte. It is now in the occupation of the Moravians, who became its owners ten years since. It is used as a school for boys, formerly established at Lausanne. Between the headlands of Promenthoux and Yvoire the boat comes into the broader part of the lake, passing the vineyards of La Côte (a district producing a well-reputed wine) to

Rolle (21 miles from Geneva), with the small island of Laharpe near the shore, where stands an obelisk dedicated to the memory of General Laharpe (tutor of the Russian Emperor Alexander I.), who was born at Rolle. Hotels-Couronne and Tête Noire. A famous view of the Savoy mountains may be enjoyed from an elevation—the Signal de Bougy, 2,912 feet—near the village of Bougy, 4 miles north of Rolle, and 2 miles west of the pleasant little town of Aubonne, with its picturesque promenades and gardens. Passing the promontory and village of St. Prex. we next arrive at

Morges (30 miles from Geneva), a compact town in a bay of the lake, with its harbour and arsenal. The latter was an old château. To the north, on an eminence, stands another ancient castle-of Vufflens-dating from medieval times, erected by good Queen Bertha of Payerne. (See page 115.) Hotels-Couronne, Alpes, and Du Port. The steamer now proceeds to

Ouchy (36 miles from Geneva), the port of Lausanne. (See page 225.) Next in order are the stations of Lutry and Cully, situated below the sloping vineyards of La Vaux. As the steamboat takes its eastern course, the snow-clad heights to the south are disclosed, forming a grand Alpine panorama, and comprising the Dent de Jaman, Dent du Midi, Dent de Morcles, Mont Catogne, Mont Velan, Tour de Mayen, Rochers des Verraux, and Rochers de Nave. which here come within range of observation. We next reach

Vevey (48 miles from Geneva—see page 226); afterwards the villages of Clarens, Montreux, and Territet-Chillon, three-quarters of a mile from the Castle of Chillon (see page 227), come in consecutive order; and the steamer finally arrives at

Villeneuve (55 miles from Geneva), from which point railway can be taken for southward travel in the valley of the Rhône, or for the return journey westward. (See page 229.)

### GENEVA TO MARTIGNY.

(By Rail, 81 miles.)

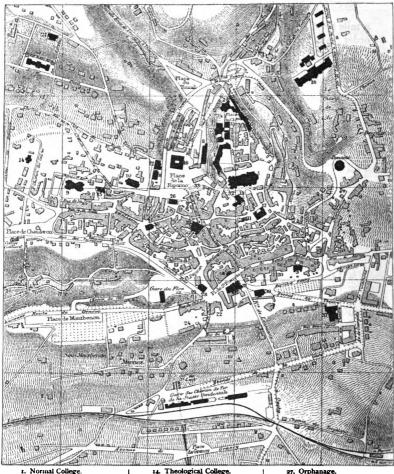
Dist. in Kils.	Stations.	Pares.		Dist. in Stations. Kils.		Fares. 1st Cl. 2nd Cl. 3rd Cl.			
9 14 	Geneva Versoix Coppet Céligny Nyon Gland(Begnins) Gilly-Bursinel Rolle Aubonne-Alla St. Prex Morges Renens Lausanne Lutry	fr. c. 0 95 1 45 2 40 3 65 5 10 6 35	fr. c.  0 65 1 05 1 70 2 60 3 60 4 50 4 95	fr. c 0 30 0 75 1 25 1 85 2 60 3 20 3 50	85 86 89 91 — 101 — 109 113	Vevey La Tour de Peilz Burier Clarens. Montreux-Vernex Veytaux-Chillon. Villeneuve Roche Aigle (les Ormonts) Ollon-St. Triphon Bex St. Maurice. Evionnax	fr. c. 8 35 — 8 85 8 95 9 25 9 50 — 10 50 — 11 35 11 75 — 12 60	fr. c. 5 90	fr. c. 4 20  4 45 4 50 4 65 4 75  5 30 5 70 5 90  6 30
70	Cully	7 30	5 15	3 70		Martigny	12 95	9 10	6 50

The railway journey from Geneva to Lausanne occupies about 2 hours, the road running on the northern bank of the lake to Versoix, from which there is a fine view of Mont Blanc; Nyon, with its ancient massive castle (twelfth century); Rolle, where the lake, across to Thonon, is at its widest; Morges, with its arsenal and harbour (Mont Blanc seen for the last time, if the weather is clear); and so onwards to the important town of

# \* LAUSANNE.

Lausanne (population, 29,350), chief town of the Canton de Vaud, is situated on the slopes of Mont Jorat, the two principal terraces of which are connected by a handsome viaduct spanning the valley, the Grand Pont, from which an interesting view is obtained. The streets are a series of ups and downs; and the older part of the

## LAUSANNE.



- 1. Normal College.
- 2. Blind Asylum.
- 3. Cantonal Bank.
- 4. Vaudois Bazaar.
- 5. Cathedral.
- 6. Caserne.
- 7. Episcopal Castle.
- 8. Industrial Schools.
- 9. Primary School of S. Roch
- 10. Church of S. Claire,
- 11. German Church.
- 12. Wesleyan Church.
- 13. Episcopal Palace.

- 14. Theological College.
- 15. College (Technical Educa.).
- 16. Corn Exchange.
- 17. Hospital.
- 18. Cantonal Hospital.
- 19. Hotel de Ville.
- 20. Bellevue Hotel
- 21. Hotel du Faucon.
- 22. Hotel Gibbon 22. Hotel du Grand-Pont.
- 24. Hotel Richemont.
- 25. Cantonal Council Hall.
- 26. Musée Arlaud.

- 28. Post Office.
- 29. Place du Pont.
- 30. Church of S. Laurent.
- 31. Church of S. François.
- 32. Cathedral Terrace.
- 33. Madeleine Terrace.
- 24. Castle Terrace.
- 35. Cantonal Tribunal.
- 36. Federal Tribunal.
- 37. Theatre.

town presents a rather mean appearance, but in the modern quarter handsome buildings abound.

English Church.—On the road towards Ouchy, half a mile from the town.

Hotels.—Du Faucon: Gaze's coupons accepted. Richemont: Caygill's and Gaze's coupons accepted. Gibbon: Cook's coupons accepted.

The Railway Station (Western Swiss), south of the town, at a considerably lower level, is about a quarter of a mile from the centre and principal hotels of Lausanne. Omnibuses in attendance.

The station of the Funicular Railway from Lausanne to Ouchy (journey in nine minutes) is under the Grand Pont. arriving at or departing from this port by steamer will find this little line up and down the hill very convenient. Terminus at Ouchy (three minutes), west of the pier. Hotels - Beau Rivage: Cook's coupons accepted. D'Angleterre: Gaze's and Caygill's coupons accepted.

The Cathedral, a handsome Gothic edifice. Rising on a terrace above the town, at a considerable elevation, is this old Protestant church, dating from the thirteenth century. A covered flight of 160 steps ascends from the Market-place, by which it is best approached. It is not usually open to the public. Apply to sacristan, No. 5 in square, to the left of principal door. It was here that Calvin, Farel, and Viret held solemn disputation in 1536, which resulted in making Vaud a Protestant canton. The interior, of symmetrical beauty and proportion, is 352 feet in length and 150 in width. The roof is borne by twenty clustered columns of various designs. The visitor should note the finely-sculptured west and south portals; also the magnificent rose-window, and the several interesting monuments in the interior.

The Cathedral Terrace affords a fine view of the town, the lake, and the Alpine heights beyond, and a still finer may be obtained by ascending the tower, 162 feet high.

The Castle, an old episcopal château, five minutes to the north, dates from the thirteenth century. It stands on a terrace at a higher level, from which also a magnificent prospect is obtained. The building is now used as the Council Hall of the canton. Near at hand is the old College and Academy of Lausanne, dating from 1587, containing

The Cantonal Museum, with collections zoological, botanical, mineralogical, and antiquarian; also a model in relief of the Bernese Oberland. Open to the public on Sundays, Wednesdays, and Saturdays.

The Musée Arlaud, in the Place de Riponne, opposite the Halle aux Blés, contains several good paintings, old and new. Also open as above.

The educational establishments of Lausanne have a good reputation, and English pupils are numerous.

The Asylum for the Blind, near the town, was originated by Mr. Haldimand, an Englishman resident here, devoted to good works.

The remains of John Philip Kemble, the celebrated English tragedian, repose in the English Cemetery, a short distance from the town. For the best and most comprehensive views of this romantic locality

The Montbenon Hill is recommended, a much-frequented promenade west of the town, on the Geneva road. Also an excursion to

The Signal, commanding a glorious prospect, at an elevation of 2,126 feet, about half an hour's walk north of the town.

The rail, proceeding eastward through the carefully-cultivated vineyards of the district which clothe the mountain slopes downward to the lake, passes a few minor stations to

## VEVEY,

(population, 7,500), situated on the lake, where the Veveyse river pours its tributary stream, at the end of a contracted valley.

Hotels.—Grand Hôtel du Lac: Caygill's and Gaze's coupons accepted. Grand Hôtel de Vevey: Cook's coupons accepted.

English Service.—At the Church of St. Clair.

Vevey is a favourite resort, being charmingly situated, with splendid scenery, and affording many beautiful walks. Clarens, Montreux, Chillon, Villeneuve, the Rhône valley, the Dent du Midi, Mont Velan, with the great Sugar Loaf and other mountains, as well as the Dent d'Oche, towering above the rocks of Meillerie, with the Grammont and St. Gingolph, on the opposite shore, form a most effective panorama, as seen from the Quai Sina. Near the pier, on the left, is the château of M. Couvreu, with tropical garden of exotics (admission, 1 franc).

The Church of St. Martin (dating from the fifteenth century), built on an eminence near the town, surrounded by chestnuts, limes, and vineyards, contains the graves of Ludlow and Broughton, two of the Commonwealth judges of Charles I. After the Restoration, their extradition was demanded by Charles II., but the Swiss Government would not comply with the request, and the refugees peacefully lived and died at Vevey.

From here may be visited, in the neighbourhood,

Hauteville Château, about 2 miles distant, a handsome building, with magnificent view from the terrace on which it stands. Fine park.

Blonay Château, 2 miles further on. An ancient castle, for many centuries belonging to the Blonay family, of honourable repute.

The Pléiades (4,488 feet). A fine ascent, one hour from Blonay, with grand views.

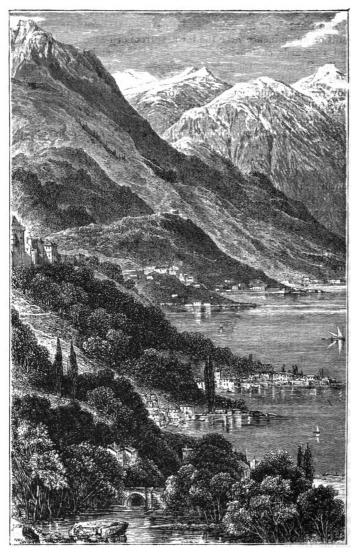
La Tour de Peilz, standing among the foliage, eastward, is an ancient castle, built by the Duke of Savoy in the thirteenth century, and used as a prison in the "good old times." In a château near at hand, belonging to M. Rigaud, a collection of mediæval weapons may be seen. We next reach, passing above the lovely village of *Clarens* on the lake.

Montreux, a favourite resort for consumptive invalids, nestling among vineyards, pomegranates, and laurels, with fine church occupying a commanding position, and affording a glorious prospect.

Hotels—Des Alpes; Roy: Gaze's coupons accepted. Beau Séjour: Cook's coupons accepted. Mont Fleuri: Caygill's coupons available.

Excursions and Mountain Ascents can be made to Glion (2,254 feet), Mont Caux (3,937 feet), Rochers de Naye (6,706 feet), Les Avants (3,212 feet), the Gorge du Chauderon, and Mont Cubli (3,940 feet); but these are best made by visitors resting at Montreux. They are not recommended to the passing tourist. The next station is Territet-Chillon, close to the celebrated

Castle of Chillon, standing picturesquely on an insular rock near the lake side, with a connecting bridge about 60 feet long. This castle was built about 830. It was improved and fortified by Peter, Duke of Savoy, four hundred years later or thereabout; and the massive structure remains, in external appearance, much the same after a thousand years of existence. Since the residence of the Counts of Savoy, the castle has been used as a state-prison, and, during the present century, as an arsenal for military stores. Ad-



CLARENS AND MONTREUX, LAKE OF GENEVA

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mission, half a franc. The visitor is shown the military chapel and adjoining dungeons, the place of execution, the last couch (a sloping stone) of the condemned, the hall of judgment, the torture-chamber, and the oubliette. The chief interest, perhaps, centres in the dungeon, beneath the level of the lake, where Bonnivard was confined for six years, chained to a central stone pillar. The well-worn rock at its base testifies to the fact. Byron's familiar lines may be here suitably recalled. Notice the autograph (with others) of the poet on the pillar, always pointed out by the custodian with a grand effect: "Beeron—voila!" The reception hall, duke's bedchamber, and private chapel may also be seen.—The train next arrives at

Villeneuve, passing the *Hôtel Byron*, beautifully situated on the left, near the town (Gaze's and Cook's coupons accepted). It is a quaint old town, situated at the east end of the lake.

[Travellers preferring steamer on lake may here resume railway (station at the back of the town), or they may cross the mouth of the Rhône to Bouveret, resuming rail thence. The preference must depend on the suitability of connecting trains for the onward journey. The entire length of the lake may, of course, be taken by steamboat from Geneva, touching at the various piers for the stations named. In many cases, however, it may be found more convenient to take the lake journey from Ouchy. The scenery at the eastern end is much more interesting than on the first half of the lake, from Geneva to Ouchy.]

The journey is continued through the valley of the Rhône (outlet near Bouveret), passing Roche and Yvorne, near to which excellent wine is grown, to

Aigle, a little town of 3,320 inhabitants, and large château, pleasantly situated on the Grande-Eau, with the snowy peak of the Dent du Midi rising on the right. Hotels—Des Bains: Gaze's and Caygill's coupons accepted. Victoria: Cook's coupons accepted.

As the train proceeds, the traveller may note the ruined tower of ancient Roman castle, 60 feet high, standing on eminence near the small station of Ollon-St. Triphon.

BEX

is next reached. An important resort, with saline and mineral springs; population, 3,920; finely situated on the Avençon; in good repute for the grape and whey cures; pleasant walks in environs.

Excursion recommended to the extensive salt works and mines of Devens and Bevieux, about three miles distant. Hotels—Bellevue: Gaze's coupons accepted. Des Bains: Cook's coupons accepted.

Crossing the Avençon and the Rhône, the line joins the route on the south bank from Bouveret, and proceeds through a tunnel at a point where the rocks almost close the river and the road, to

#### ST. MAURICE.

a quaint old town, named after the leader of the Theban Legion, who here suffered martyrdom with his 6,000 brave soldiers, they having refused to sacrifice to Jupiter, at the command of Maximian, after crossing the Alps, A.D. 286. Their bones are preserved at Cologne. (See p. 27.) The site assigned by tradition as the scene of their martyrdom is marked by the *Chapel of Verolliaz*, adorned with primitive frescoes.

The Ancient Abbey, one of the most, if not the most, ancient religious foundations in Switzerland, dating from the fourth century, now in the possession of Augustinian monks, contains several interesting and valuable relics; notably a curious manuscript of the Gospels presented by Charlemagne, an old Saracenic vase, and the chalice of Queen Bertha. Half-way up on the side of the neighbouring precipice is the Hermitage of Notre-Dame-du-Sex, accessible by about 400 steps in the rock.

The Grotte aux Fées is about a mile from the station, half-way up the hill to the north. It is a long, stalactite cavern, with lake and waterfall. The Baths of Lavey are on the right bank of the Rhône, twenty minutes eastward from St. Maurice. The warm springs, rising from the bed of the river, have a good repute.

Leaving St. Maurice, the train proceeds 4½ miles to

Evionnaz, formerly Epaunum, destroyed once on a time by an inundation of mud rolling downward from the Dent du Midi, and covering the valley with great rocky fragments and mountain debris. In front rises the majestic snowy crest of Mont Velan (12,074 feet), eastward of the Great St. Bernard. Past Evionnaz, the rail and road skirting a rock near the Rhône, the fine cascade of the Pissevache is seen on the right, a waterfall formed by the course of the Sallanche, descending from the glaciers of the Dent du Midi, and leaping from a height of 230 feet into the valley of the Rhône. For a nearer inspection it may be best visited from the next station, by an ascending path, with protective hand-rail. (Fee, 1 franc.)

Vernayaz is now reached, a convenient halting-place for travellers, and the starting-point for Chamonix by the Salvan Pass. Carriages may also be taken here for Chamonix, via Martigny and the Tête Noire. At the Hôtel des Gorges du Trient, Gaze's and Cook's coupons are accepted, and entrance tickets (1 franc each) obtained for visiting the

Gorges du Trient. The rocks on each side of this precipitous ravine are nearly 450 feet high, between which rushes the torrent. A wooden gallery conducts the visitor, for nearly half a mile, through various cavern-like approaches up the gorge to a waterfall 30 feet in height. The gorge is altogether 71 miles long, and extends to the Hôtel de la Tête Noire, from which its farther extremity may be seen. Three miles further on, the train, crossing the torrent of the Dranse, arrives at

Martigny. Here the rail takes a curve to the left, following the course of the Rhône valley eastward. The Castle of La Batiaz, more than six hundred years old, irreverently compared by Albert Smith to an insolvent lighthouse, stands on an eminence to the right. Martigny is an uninteresting little town, but in the summer season is the busy centre for travellers starting for the routes of the Great St. Bernard, the Tête Noire Pass, and the Col de Balme to Chamonix, and by the Col de Fenêtre to the Val de Bagne and Aosta. Omnibus from station to town, half a mile, half franc. Hotels—De la Tour: Cook's coupons accepted. Clerc: Gaze's coupons accepted. Mont Blanc: Cavgill's and Gaze's coupons accepted.

The Pierre-à-Voir (8,123 feet), a peak of the mountain chain dividing the valley of the Rhône from the Val de Bagne, may be ascended from Martigny in six hours. The descent may be rapidly effected, if preferred, by sledge, to Saxon-les-Bains. Grand Alpine panorama of the Valais and Bernese Alps, and the neighbouring valleys of the Rhône, Entremont, and Bagne.

Martigny to Brieg, 48 miles. (See page 261.)

# GENEVA TO MARTIGNY.

(Via Bouveret.)

By steamer in five hours to Bouveret, south side of lake (three services daily), thence by rail to St. Maurice and Martigny.

N.B.—In those cases when the steamer does not proceed beyond

Evian, on the Savoy shore, a regular omnibus service will take passengers to Tour Ronde, Meillerie, and St. Gingolph. Travellers bound for Bouveret may continue their journey by steamer to Ouchy, and thence by the north-east shore of the lake. The published timetables should be always carefully consulted, as the movements of the steamers combining north and south may appear somewhat eccentric at first sight. The lake stations, as below enumerated, are given in their topographical order on the southern side.

Leaving Geneva, the steamer touches at Cologny, La Belotte, Bellerive, Corsier, Anières, and Hermance, where the stream of the Hermance divides Switzerland from Savoy. The boat next arrives at Nernier, then at Yvoire, where there is an old castle, and, rounding the headland, proceeds eastward across the wider expansion of the lake, with fine views of the southern heights of Savoy, to

Thonon, a handsome town and railway station (5,500 inhabitants), once a favourite residence of the dukes of Savoy. Hotels—De l'Europe, Ville de Genève, and Balance. The steamer now passes round the promontory where the river Dranse falls by many streams into the lake. See ruins of the Ripaille Château to the west. The boat-station for the Baths and Grand Hôtel of Amphion stands eastward. At the latter, Cook's coupons are available. We next arrive at Evian, nearly opposite Ouchy on the north side of the lake, with direct steamer communication. A town of 2,500 in population, with alkaline baths (recommended for gout and rheumatism), pleasant promenades, and a towering spire. Hotels—De France (Gaze's coupons accepted), Evian, Mont Blanc, Des Bains, Du Nord, and Fonbonne. Evian is the terminus of the railway connecting, through Thonon, St. Julien and Annemasse with Bellegarde. Omnibus communication with Amphion and Thonon. The next station is

Tour-Ronde, with old Château of Blonay not far off. The boat next arrives at the pleasant village of

Meillerie, inaccessible by land previous to the construction of the Simplon road by Napoleon through the contiguous rocks. We now proceed to

St. Gingolph, nearly opposite Vevey, situated on the Morge, which divides Savoy from the Canton Valais. Hotels—Lion d'Or and Poste. A pleasant excursion by water may hence be made to the Grotto of Viviers, and a mountain expedition may be made overland to Port Valais, south of Bouveret, ascending the ravine of the Morge, and

crossing the intervening height eastward. Charming views. Ascents of the Dent d'Oche (7,300 feet) in five hours; of the Grammont (7,145 feet) in four hours; and of the Blanchard (4,640 feet) in three hours, including return to St. Gingolph through the forest on the right bank of the river. Guides should be taken. The terminal station is

Bouveret, next in order, at the south-east end of the lake, about half a mile west of the Rhône, which here flows into it with a powerful current. Hotel—De la Tour.

From Bouveret a short branch railway connects (in three-quarters of an hour, by way of Vouvry and Monthey) with St. Maurice, the junction for **Martigny** and the Simplon Route. (See page 230.)

### MARTIGNY TO AOSTA.

(By the Great St. Bernard.)

This route is the most direct for approaching Italy from the valley of the Rhône, but for the majority of Swiss tourists it is used for the interest of a visit to the celebrated *Hospice of St. Bernard*, returning thence to Martigny. The journey from Martigny to the Hospice occupies about eleven hours; the start should be made not later than 6 a.m. The return journey may be accomplished in nine hours—guide not needed. Diligence between Martigny and Orsières daily. Passing through the contiguous town of Martigny-le-Bourg, about one mile distant, and crossing the river, the road follows the valley of the Dranse by the hamlets of Le Brocard and Le Bourgeaud to Les Valettes.

[One mile distant is the Gorge du Durnant, a rocky ravine, through which passes the torrent of the Durnant, forming many cascades in its course. A gallery 2,500 feet long is constructed for the convenience of visitors; admission, one franc.]

On the farther side of *Bovernier*, the course of the Dranse is taken through a picturesque ravine, where large fragments of rock dispute its onward passage. The scene is wild and romantic, as the *Galerie de la Monnaie* (200 feet long) is approached and passed. We now arrive at

Sembrancher, with its ruined castle standing above the town. Here the two arms of the Dranse mingle their streams. Skirting the base of Mont Catogne (8,530 feet), rising precipitously on the right, the road proceeds (4 miles) to

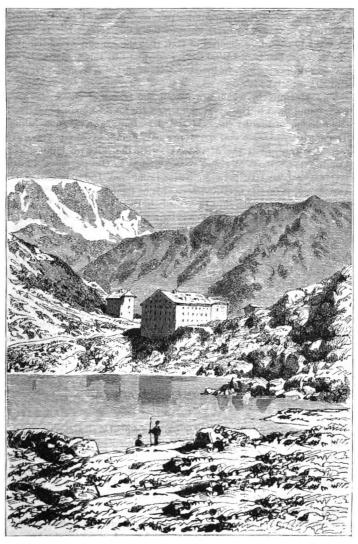
Orsières, with its ancient tower, at the head of the two valleys Entremont and Ferret, 12½ miles from Martigny. Hotel—Des Alpes. The ascent of the road so far is easy, the difference of elevation being a little more than 1,300 feet; but beyond this point a more decidedly "excelsior" progress is made. Crossing the river the route ascends through the pastoral valley, with a grand view of the snowy mantle of Mont Velan (which remains full in sight for nearly two hours), to the large village of

Liddes. Hotels—Angleterre and Union. Here rise the lofty Maisons Blanches (12,137 feet) and the shapely Meringuier (10,403 feet) on the left of the valley. Notice the Chapel of St. Etienne above the village. Leaving Liddes, the road crosses the Allèves stream descending from the Glacier de Boveire, and afterwards passes on the left the little chapel of Notre-Dame-de-Lorette, and in due course arrives at

Bourg-St.-Pierre, an old and important village at the entrance of the valley of Valsorey. Its church, with ancient Roman milestone, is eight hundred years old. A ruined fortification remains to the south. The road now crosses, near the Cascade of the *Dranse de Valsorey*, over the ravine of the rushing torrent, and passes onwards by a rock-hewn route, through the forest of St. Pierre, amid bold and romantic scenery of field and flood. We next reach

Cantine de Proz, at the end of the carriage-road, and the beginning of the pasture land (the highest) of the Plan de Proz, through which the bridle-path now ascends. At this point there is an inn, at which refreshments are obtainable. [The ascent of Mont Velan can be here commenced; recommended only to experienced mountaineers, with the necessary accompaniments. Six hours to the summit. Grand views.] Ascending by the fields of the Plan de Proz, the path is continued by a rocky and rugged ravine to the L'Hospitalet chalets. Afterwards crossing and recrossing the Dranse, it leads through the wild and desolate Vallée des Morts to the

Hospice of St. Bernard, "the highest in the ancient world," 8,120 feet above the level of the sea. There are two buildings, the larger of which is the ordinary hospice, comprising the residence of the monks, the church, and the several rooms for the accommodation of travellers. The smaller (Hôtel de St. Louis) is used on emergencies, and as a store-house, and also provides lodging for peasant travellers. Gratuitous accommodation is afforded to all comers; but in accordance with the lex non scripta, travellers should pay, as a matter of



HOSPICE AND LAKE OF ST. BERNARD

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course, into the "tronçon pour les pauvres," provided in the church, the full equivalent to hotel charges for value received. It is unpleasant to record, as a matter of fact, that the amount so contributed of late years has been by no means adequate to the accommodation given and the expenses incurred. A short distance from the Hospice and adjacent lake is

The Morgue, in which are placed the bodies of those who have been found dead in the snow, and which are for a long time preserved from decomposition by the cold and dry atmosphere here prevailing. The expansive breast and snow-crowned summit of Mont Velan are seen eastward from the Monastery, with the lofty pyramid of the Combin de Corbassière rising near at hand to the height of 12,210 feet. The boundary between Switzerland and Italy, indicated by two stones, is on the north-western side of the lake.

The descending path into Italy leads to the pasture of La Vacherie, and passing the *Cantine*, proceeds by numerous windings on the left of the valley, and so onwards to

St. Remy, where the carriage-road commences. About two miles beyond, at St. Oyen, the slopes show signs of cultivation. Past Etroubles, Les Echevenoz, and Condamine, the route descends in long zigzags to

Gignod, with its picturesque Roman tower loftily standing above the entrance of the Valpellina valley. Walnut and chestnut trees and maize-fields now add a more luxuriant charm to the surroundings of the journey, which continues through Signaye and the contiguous vineyards to Aosta, 13 miles from St. Remy.

## SEMBRANCHER TO AOSTA.

(By the Val de Bagne.)

This is an interesting route for tourists who desire grand mountain and glacier surroundings and are prepared for "roughing it." There is no good carriage-road beyond Chable. The night should be spent at the mountain inn at Lancet (Joseph Gillioz, proprietor and guide). Sembrancher to Lancet, eight hours; Lancet, by the Col de Fenêtre, to Aosta, nine hours. A guide may be engaged for the second day's work (20 francs).

From Sembrancher (see page 233) the route proceeds eastward, leaving the St. Bernard road to the right, and, crossing the Dranse,

continues, on the north bank of the river, through the northern and fertile part of the Val de Bagne (five miles) to the chief village,

Chable, pleasantly situated, with its picturesque cluster of houses, church spire, and stone bridge, on the southern side of the Pierre à Voir (see page 231), which may be hence readily ascended. (Hotel—Du Grand Combin.) Here a distant view is obtained of Mont Pleureur and the Glacier de Gétroz. We now follow the course of the Dranse, in a south-easterly direction (three miles) through the valley, passing Versegère, to Champsec. Entertainment for man and beast at the Auberge Corthey. Recrossing the river we continue the journey (two miles) to

Lourtier, where there is also an unpretending tavern; and so onwards and upwards, with beautiful views of the Dent du Midi, by the foaming waters of the Dranse, which here gorgeously descend in many waterfalls, to

Granges-Neuves, at which point the great Glacier de Corbassière, coming down from the Grand Combin, contributes its icy torrent in augmentation of the river below. At the distance of a mile and a half we arrive at

Fionnay, a point whence several mountain routes diverge. These are mostly difficult Alpine passes, suitable only to experienced mountaineers, crossing the surrounding glaciers, snow-fields, and heights of the Valais district—the Col de Sevreu (10,500 feet), the Col de Cleuson (10,980 feet), the Col du Cret (10,330 feet), the Col de Louvie (10,925 feet), etc.

Leaving Fionnay, the southward valley contracts, and the surrounding scenery increases in wild and rugged grandeur. Following the left bank of the Dranse, the path conducts through Bonatchesse (six miles) to

Mauvoisin, where the bridge (Pont de Mauvoisin) crosses the river at a height of more than one hundred feet. Ascending another mile from which, we arrive at the

Hôtel du Gétroz, where we may rest and be thankful, at an altitude of 7,090 feet, in full view of the grand Glacier de Gétroz, opposite. This glacier has been the cause of much mischief in the earlier part of the century, when it extended far into the valley, and occasioned a serious inundation of the Dranse.

[Ascent of Mont Pleureur (12,160 feet) and Mont Blanc de Seilon (12,700 feet) can be hence undertaken. Fatiguing, but not difficult, for experienced mountaineers.]

Leaving the hotel, we again take the path by the river, and continue the journey (six miles) to the hamlets of Petite Chermontane and Vingthuit, and onwards, crossing and recrossing the stream, to the chalet of

Lancet, about two and a half miles further southward, where, near at hand, descends the Glacier de Breney, on the eastern side of the valley. Here the traveller is recommended to rest for the night. Comfort and cleanliness provided on moderate terms by "mine host Gillioz," who will afford personal guidance in the morning, if desired, over the pass, or elsewhere, at a moderate charge.

From Lancet the route continues over the end of the Glacier du Mont Durand, which descends from the south of the Grand Combin, extending across the Dranse. The river flows beneath the glacier through a channel of ice, self-constructed. We now come to the pastures of

Chermontane, in view of the great ice-field of Chermontane, or Glacier d'Otemma, and, in half an hour from Lancet, arrive at the

Alp Grande Chermontane (7,315 feet), at the foot of the glacier, and opposite—on the western side of the valley—the Alp Chanrion (7,910 feet). Here the tourist is environed by many noble peaks—monarchs of the Valais Alps, with their crystalline coronets and silver robes, rising ten thousand feet above the verdant slopes of Chermontane (La Chère Montagne). On the western side the Tour de Boussine and the Grand Combin rear their granite cathedral elevations; southward, the pyramids of Mont Avril and Mont Gelé stand as sentinels, guarding the Col de Fenêtre; while the Trouma du Bouc and the Pointe d'Otemma tower upwards to the ethereal regions, on the eastern horizon.

[Chermontane is a convenient centre, with inconvenient accommodation, for various important mountain expeditions. Ascent of the Pointe d'Otemma (11,140 feet) can be made in seven hours; Mont Avril (10,960 feet), four hours; Combin de Corbassière (12,210 feet), the Grand Combin, or Graffeneire, by the Col de Sonadon (14,165 feet), and Rouinette (12,730 feet), each occupying ten hours; La Salle (11,945 feet), seven hours; Loëlette (11,630 feet), eight hours; and various other grand excursions offer their attractions to the aspiring and sure-footed pedestrian not afraid of hard work. Several mountain and glacier passes are also hence attainable. By the Col de Crête Sèche (9,176 feet) and by the Glacier d'Otemma.

to Arolla M<sup>t</sup> Blanc de Cheillon Pigne de Arolla Gl de Vui 3084 Chermontane la Serpentine 3048 d'Otemn AUTH 3508 3300 la Cia Chamin ellina

leading in eight hours to Bionaz; by the Col de Seïlon (10,665 feet), seven hours, to the Val d'Hérémence; by the Col de Sonadon (11,225 feet), twelve hours, to the Valsorey valley and Bourg-Saint-Pierre; and by other mountain routes to Valpellina, Arolla, and Liappey. Such expeditions can be undertaken only by experienced mountaineers with experienced guides. The various narratives

"Of moving accidents by flood and field,
Of hair-breadth 'scapes i' th' imminent deadly breach,"

and the triumphs of such adventurous journeys, are they not written in the chronicles of the several Alpine Clubs of Europe?

From Chermontane, crossing the Glacier de Fenêtre, in less than two hours we arrive at the summit of the

Col de Fenêtre, the boundary dividing Switzerland and Italy (9,140 feet), between Mont Avril (west) and Mont Gelé (east). From this point a grand survey is obtained of the Val d'Ollomont, with the Graian Alps in the distance. Descending southwards, we pass in two hours by the hamlet of Balme, and, in another hour, the hamlet of Porchéry, whence the journey is continued through the valley by Les Veaux and Ollomont (four miles) to

Valpellina. Good accommodation at the Hôtel des Mines. From this point, nine miles by carriage-road through scenery of Italian character, with retrospective glimpses of the mountains northward, we arrive in due course at

Aosta. (See page 260.)

## MARTIGNY TO CHAMONIX.

(By the Tête Noire.)

Carriages may be taken by this route, the journey being accomplished in about ten hours, allowing an hour and a half's rest on the Tête Noire.

From Martigny the road proceeds, as in the former routes, past Martigny-le-Bourg, crossing the Dranse, but soon afterwards diverging upwards on the right. The path cannot be mistaken, as it is plainly indicated on a tablet affixed to a neighbouring house. It ascends by many a winding, through intervening meadows, orchards, and hamlets, with lovely views in retrospect of the Rhône valley, to the

Col de la Forclaz (4.997 feet), in about three hours from Martigny, from which, on the other side, we may see the village of Trient below, the Col de Balme on the left across the valley, and, to the right, the ravine of the Tête Noire in the distance. The road now descends by sharp zigzags to Trient, and proceeds by the beautifully wooded sides of the boisterous Trient to the base of the Tête Noire, a little beyond which we reach the Hôtel de la Tête-Noire, a very convenient haltingplace, in a most picturesque position (Caygill's, Cook's, and Gaze's coupons accepted). The path is continued high above the valley, through the tunnel of

La Roche-Percée, where the rock projects precipitously in a situation singularly grand; and onwards at a great elevation, crossing the Eau Noire, and passing through a rocky cutting, to

Le Châtelard, where half our task is done. The road here unites with the route from Vernayaz via Salvan. (See page 242.) Beyond the small Hôtel Suisse au Châtelard, a bridge crossing the Eau Noire marks the boundary between Switzerland and Savoy, near the influx of the Barberine river. To the right is the fine Barberine Cascade, some distance from the road. Passing the Hôtel de Barberine, the road descends through a picturesque ravine and crosses the wild and impetuous stream, impeded in its course by rocks and mountain This bridge was partially carried away by the torrent in the autumn of 1880, and was the scene of a sad disaster,-a carriage being swept away, with two travellers from Holland, during a mountain storm. We now ascend to

Valorcine, the largest village in the valley, having a population of 640 souls. The church is protected from avalanches by strong masonry. In half an hour, at the hamlet of Le Nant, the Eau Noire is again crossed, and the road soon after enters a desolate valley strewn with scattered mountain fragments, a kind of Arabia Petræa. To the right a ravine leads by twenty minutes' divergence to the picturesque Cascade à Bérard, and the route to the Buet mountain, whose lofty summit (10,197 feet) may here be seen. The road now ascends to the

Col des Montets, from which a first view of the range of Mont Blanc is obtained. Fifteen minutes onwards the hamlet of Trélechamp is passed, with grand views of the majestic Aiguille Verte and the Glacier du Tour, and the road descends by the right bank of the Arve to the village of

Argentière, with the great Glacier of Argentière coming down to

the valley on the left, between the great Aiguilles du Chardonnet and Verte. A good carriage road hence to Chamonix (6 miles) proceeds by the valley, several times crossing the Arve, through the intervening hamlets of La Joux, Lavancher, Les Tines, and Les Praz (see Glacier des Bois on the right), in full sight of the chain of Mont Blanc and the lofty Aiguilles of the Alpine range, until we reach the welcome resting-place of **Chamonix**, nestling beneath the shadow of the monarch of mountains. (See page 244.)

### MARTIGNY TO CHAMONIX.

(By the Col de Balme.)

By this route carriage may be taken from Martigny to Trient, over the Forclaz, and from Tour to Chamonix. The ascent and descent of the Col de Balme can be made only on foot or by mule. The journey can be accomplished in ten hours.

Martigny to the Col de Forclaz. (See preceding route.)

Descending from the summit of the Col de Forclaz, the road diverges to the left, crossing bridge near Trient, and proceeding across the leftward pastures of the valley and the stream of the Nant Noir. The path now ascends by the bank of the stream for a short distance, and turning left, mounts upwards by many zigzags through the forest of Magnin (much knocked about by avalanches). It is rather sharp climbing, and involves an hour's hard work; after which, for the next hour, the ascent is easier, by green and flowery slopes, passing a cantine and mountain chalets, to the

Col de Balme (7,224 feet), the line of division between Switzerland and Savoy. The *Hôtel Suisse* will afford rest and refreshment. If the weather is clear, the entire range of Mont Blanc, with the attendant aiguilles, may be seen, together with a fine survey of the Chamonix valley. The best view is obtainable from a point fifteen minutes to the right, north-west of the hotel, marked with a boundary stone. There may be seen Mont Blanc in his most effective grandeur, and to the north-east the complete chain of the Bernese Alps.

The descending path proceeds by the left bank of the Arve, through flowery meadows, reaching, in about an hour and a quarter, the mountain village of

Tour. Glacier du Tour to the left; carriages may be engaged at the *Hôtel du Rivage*. About two miles further on, crossing the

Buisme (flowing from the Glacier du Tour) and the rushing waters of the Arve (rising on the Col de Balme), we arrive at Argentière; and thence 6 miles, as by preceding route, to **Chamonix**.

### VERNAYAZ TO CHAMONIX.

(By Salvan and Triquent.)

By this route a small carriage for one or two persons may be taken, at a cost of 30 or 40 francs. The journey is frequently made by mules, and is a favourite route for pedestrians, being more direct than the foregoing. It occupies about nine hours, not including rest at Le Châtelard.

From Vernayaz the road ascends by steep windings in less than two hours to

Salvan, 1,500 feet above the level of the Rhône valley. Hotels— De Salvan and Des Gorges du Triège. [An excursion to the Cascade du Dalley (if two hours' time can be afforded) should here be made. It is a picturesque fall formed by the Sallanche, near the hamlet of Les Granges, and the road affords grand views of the Great St. Bernard mountains.] Leaving Salvan the road ascends by a route marked with the friction of glaciers, then by a gradual descent to the Gorges du Triège (seen from the road), about one hour from Salvan. In half an hour beyond we reach the hamlet of

Triquent, passing which the road ascends by many windings through the forest to a *cantine* (fine views), after which the route becomes level, and beyond, by a slight descent, reaches

Finhaut, finely situated, 4,060 feet above the sea-level, with several good pensions and grand prospect. The road onwards is again nearly level, until, turning to the left, it makes a long winding descent—about half an hour—to the Hôtel Royal at Châtelard.

From Châtelard to Chamonix. (See page 240.)

## GENEVA TO CHAMONIX.

(By Sallanches, 54 miles.)

The diligences of three private companies at Geneva—namely, Les Messageries du Mont Blanc (26 Grand Quai), Les Express (28 Grand Quai), and Les Berlines du Mont Blanc (10 Grand Quai)—run daily between Geneva and Chamonix. The outward journey is accom-

plished in nine hours, and the return journey in seven. These vehicles are arranged to accommodate the greater number of passengers on the outside, or banquette, where good views can be had. Travellers are recommended to be careful in securing seats, so that no mistake shall occur as to the position to be occupied. diligences start from the Quai du Mont Blanc daily at 7 A.M. Fare, 21 francs.

Two miles from Geneva, passing the suburban villas and gardens of the city, we arrive at the important village of

Chêne, just beyond which is the boundary between Switzerland and Savoy-Annemasse, a little further, being in French territory. Proceeding, we pass on the right the Petit Salève and the Jura mountains, and come in sight of the Môle (6,127 feet), cross the Menoge river, and pass through Nangy (Château de Pierre, on a slight elevation, belonging to an English proprietor) to

Contamines-sur-Arve, with the ancient ruins of the Castle of Faucigny, standing on a rocky eminence. The road then reaches

Bonneville, the chief town of the province (population, 2,250), finely situated in the valley between the Brezon and the Môle. Crossing the Arve by a well-built bridge (see handsome monument to Carolus Felix, King of Sardinia), the route proceeds "through fertile vales and dewy meads" to Vougy, where the Giffre flows into the Arve-Schionzier (at the end of the valley of Reposoir), and to

Cluses, a little town of watchmakers. Population, 1,600. Beyond, the road is continued at the rocky base of the Brezon, through La Balme and Magland (fine cascade of Arpenaz on the left), to St. From this village a grand view of the dazzling heights of Mont Blanc is obtained (12 miles distant as the crow flies). Mont Forclaz, the Dôme du Goûter, and the Aiguilles du Goûter may also be seen. A fine bridge across the Arve connects with

Sallanches, where the diligence usually stops, affording time for lunch. The road follows the left bank of the Arve by a gradual ascent to the foot of the Tête Noire, and crosses the Bon-Nant, near the Baths of St. Gervais (with sulphur springs half-mile to the right, situated in the picturesque ravine of Montjoie). Still ascending on the left bank of the Arve torrent, we pass through a tunnel in the rocks and traverse the valley of Le Châtelard. (See Aiguille du Midi, rising 12,608 feet.) Another short tunnel, and again approaching the Arve, the road proceeds through the defile and crosses the torrent by the Pont de Marie near Le Fouilly, and so onwards to

Les Ouches. Beyond the village, the Chamonix glaciers come into view, and the road is continued in full sight of the mountain range of Mont Blanc, and the great Glaciers de la Gria, de Taconay, and des Bossons, nearest Chamonix. The Glacier des Bois, coming down from the Mer de Glace, is seen in the distance. Crossing the river again, by the bridge of Perralotaz, we now arrive in due course at

#### CHAMONIX.

an important village, 3,445 feet above the sea-level. It is visited by many thousands of visitors during the summer season, for whose accommodation there are many good hotels. Strange to say, this central point of attraction, for some of the grandest mountain expeditions in Europe, remained an almost unknown locality until the midde of the last century, after the visit of Messrs. Pococke and Wyndham, who stimulated public enterprise in this direction. It is centrally situated in the valley bearing its name, which is twelve miles in length, and about half a mile in width. The grand range of Mont Blanc forms the south-eastern boundary of this valley; and on the north-west are the Brevent, La Flégère, and the Aiguilles Rouges. Seven great glaciers stream from the Alpine chain into the valley, and the snowy summit of the monarch of mountains crowns the glory of the whole. The Arve flows southwards from the Col de Balme through the pastures of the valley to Les Ouches, where it turns its course.

Hotels.—Du Mont Blanc and Des Alpes accept Gaze's coupons, De Londres, Impérial, Couronne, and Royal accept Cook's coupons. Couttett: Caygill's coupons accepted.

English Church.—On the eastern side of the Arve, a short distance from the village.

Société des Guides, Chamonix.—Authorized guides may be engaged at the Bureau des Guides (near the Hôtel Impérial), on application to the Guide-chef, who will appoint a suitable attendant. There is a published tariff, regulating a fixed charge for the various mountain excursions, which may be always consulted at the Bureau. Subjoined is a statement for reference, showing the cost, for each guide, of the principal expeditions from Chamonix:—

#### COURSES EXTRAORDINAIRES.

	Francs.
Ascent of Mont Blanc (see page 251)	100
Ascent of the Aiguille Verte (13,540 feet)	
Ascent of the Grandes Jorasses (13.800 feet)	80



	France
Ascent to the Corridor, or Bosses du Dromadaire	70
Ascent of the Aiguille d'Argentière or du Chardonnet	65
Ascent to the Dôme du Goûter	60
Ascent of the Aiguille du Midi (12,609 feet)	60
Ascent of the Aiguille du Tour	50
Ascent to the Grand Plateau	50
Ascent to the Grands Mulets, resting there for the night	30
Ascent to the Grands Mulets, returning same day	20
To Orsières, and the Val Ferret—	
By the Col d'Argentière (11,556 feet), over the Glacier	
d'Argentière, and descending by the Glacier de Neuva	60
By the Col du Chardonnet (10,980 feet), descending by	
the Glacier de Saleinaz and Praz de Fort	50
By the Col du Tour (10,990 feet), via Col de Balme, and	
ascent of the Glacier du Tour; descending over the	
Glaciers du Trient and d'Orny to Som la Proz	40
To Courmayeur—	
By the Col du Géant (11,035 feet), via Montanvert, Mer	
de Glace, and Glacier du Tacul; descending by the	•
Pavillon du Fruitier, Val Ferret, and Entrèves	50
By the Col de Pierre-Joseph, south of the Aiguille de	
Talèfre	<b>60</b>
By the Col des Hirondelles, between the Grandes and	
Petites Jorasses	60
By the Col de Trelatête (11,425 feet) and Glacier de l'Allée	
Blanche	60
By the Col de Triolet (12,160), at the eastern end of the	
Glacier de Talèfre	<b>50</b>
High Glacier Expeditions on the range of Mont Blanc,	
per day	10

On these Courses Extraordinaires the guides will take baggage not exceeding 14 lbs. in weight.

## COURSES ORDINAIRES.

	France
The tour of Mont Blanc to Courmayeur in three days	24
The tour of Mont Blanc to Courmayeur in two days	20
(With additional payment of 18 francs for return of guide	.)
To Sixt, by the Brévent and Col d'Anterne, returning in	
one day	18
To Sixt, by Servoz and Col d'Anterne, returning in one day	18
To the Jardin, resting for the night on the Montanvert	16
To the Jardin, and return by the Chapeau	14
To Contamines, by the Col du Tricot	15
To Martigny, by Col de Balme or Tête Noire	12

Fr	ancs.
To Vernayaz, by Triquent and Salvan	12 ·
Ascent of Montanvert, by Mer de Glace and Chapeau, and	
	12
Ascent of the Brévent, by the Flégère, descending by	
Planpraz	10
Ascent to the Pavillon de la Pierre Pointue and Plan de	
l'Aiguille	10
Ascent of the Montanvert, passage of the Mer de Glace and	
Mauvais Pas, and return by the Chapeau	9
Ascent to the Pierre Pointue and Aiguille de la Tour	9
Ascent to the Pierre Pointue and Pierre à l'Echelle	9
Ascent to the Col de Balme, and back by Tête Noire Pass,.	9
Ascent to the Pavillon de la Pierre Pointue	8
Ascent of the Brévent, by Planpraz	8
To the Pavillon de Bellevue, Col de Voza, or Prarion	8
Ascent of La Flégère, returning to Chamonix	6
Ascent of the Montanvert and back	6
To the Clearer des Rossons and return	5

On these Courses Ordinaires the guides will take baggage not exceeding 24 lbs. in weight.

N.B.—The payment of a pourboire is optional, but the traveller may, if satisfied, present the guide with a gratuity, in accordance with the lex non scripta, unpublished in the foregoing.

In the case of an avowedly scientific expedition, or the adoption of a *Course Extraordinaire*, tourists are at liberty to select guides at their own preference; this privilege is also accorded to members of Alpine Clubs. Ladies travelling by themselves, if desirous of securing a special guide, may do so; and in cases where certain guides have been engaged and approved in previous excursions, travellers may again avail themselves of their services.

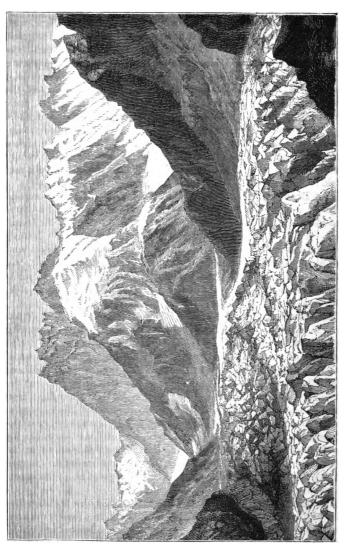
Ascent of the Flégère (5,925 feet)—one of the lower heights of the Aiguille de Floria, on the north from Chamonix—is an easy mountain excursion. Mule, 8 francs; guide, 6 francs. Both unnecessary. On the road to Argentière, the path diverges leftward about a mile from Chamonix, crossing the meadows to the foot of the mountain. The slope is ascended by several zigzags for half an hour, when the road turns to the right, through the trees. In about forty minutes the *Chalet des Praz* is reached. Rest, and refresh. A steady ascent up the mountain side of another hour will bring the traveller to the cross on the summit, and an inn near at hand. From this point, overlooking the valley, almost opposite the

Mer de Glace, may be seen the complete range of Mont Blanc, with an imposing view, tout en face, of Les Grandes Jorasses, and the grand Aiguille Verte and its surrounding pinnacles. On the right, the several aiguilles nearer Mont Blanc—the mountain itself being completely visible from base to calotte—the Dôme du Goûter and the grand Glaciers des Bossons and du Taconay. On the left, the Aiguilles d'Argentière, du Chardonnet, and du Tour, with their attendant glaciers, and the Col de Balme, may be seen. For those who may desire a very comprehensive prospect of this most magnificent and interesting range—altogether, perhaps, the grandest mountain panorama in Europe—this easy excursion is specially recommended. It occupies about five hours from Chamonix and back.

The Brévent (8,274 feet).—From the summit of this mountain may be seen a similar prospect as from the Flégère, with a better and more direct view of Mont Blanc, with distant views to the southwest. There is a good path, recently constructed (1881), leading westward from Chamonix, through the hamlets of La Mola and Les Mossons, and ascending through the pine-trees to Planacha, and by the Chalet Belacha, to the summit. A divergence may be made to the Lac du Brévent, not far from the top. Mule, 8 francs; guide, 10 francs.

The Montanvert and Mer de Glace.—The Montanvert (6,303 feet) is a height commanding a view of the great glaciers coming down from the upper ravines of the Mont Blanc range, on the northeast side of the valley. Its ascent, and the passage of "the sea of ice" beyond, form one of the most usual and interesting expeditions from Chamonix. The road conducts to the left, after crossing the Arve near the Hôtel Royal. Passing the English Church, it soon turns to the right, across the pastures, to the foot of the mountain, and commences the ascent. By zigzag paths for an hour, past the Chalets des Planards to Le Caillet (refreshments), and onwards for another hour, by a gradual incline, to the Hôtel du Montanvert, at the top of the mountain. Good new house, and moderate charges (Cook's and Gaze's coupons accepted). Here we rest at a little elevation above

The Mer de Glace.—On this side of the glacier rise the Aiguilles de Charmoz (11,294 feet) and de Blaitière (11,596 feet). Opposite are the lofty Aiguille Verte (13,540 feet) and the Aiguille du Dru (12,517 feet); and further to the right is the Aiguille du Moine (11,214 feet),



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with the Grandes Jorasses (13,800 feet) and Mont Mallet (13,086 feet) in the distance. For the passage of the Mer de Glace, a zigzag path leads downward over the moraine to the surface of the ice, which may be crossed in about a quarter of an hour. Nearing the other side steps are cut in the ice by a guide in attendance. (Small fee expected.) Skirting a crevasse, ladies and others may avail themselves of the strong hand of the guide for a few minutes over this point. Gaining the farther shore, a somewhat scrambling path leads over the loose, stony moraine, and conducts to the

Mauvais Pas, a narrow path, at some elevation from the glacier, hewn across the face of the rock, and provided with iron hand-rails by which passengers may safely proceed. In about three-quarters of an hour after crossing the ice, we arrive at the Chapeau. Rest and refresh at the chalet previous to descent. We have here a good survey of the fall of the Mer de Glace as it merges into the Glacier des Bois, the ice forming into blocks and pyramids curious to behold. The path now descends by stony windings over the mountain moraine, and through a forest of pines, dividing (in half an hour from the top) by the right to Lavancher, and by the left to Les Tines. Pedestrians may make a shorter cut by a previous turning to the left, descending over the moraine, near the source of the Arveiron to Les Bois and Les Praz. Mule and guide, 9 france each. Time, about seven hours.

Many tourists, with whom time is a consideration, undertake the foregoing excursion, as well as the ascent of the Flegère, in one day. This can be readily accomplished, and, if a mule is taken for the ascent of the Montanvert, without great fatigue.

The Jardin (9,144 feet).—This expedition means a day's work, and should not be undertaken without a guide (16 francs). It affords a fine glimpse of the upper world of the glaciers. The best plan is to ascend the Montanvert and rest for the night at the hotel. The route traverses the glacier of the Mer de Glace and its moraine, for three hours, to the Séracs de Talèfre. Turning to the right, it ascends on the south side of the ice-fall, and crosses the Glacier de Talèfre to the oasis of the Jardin, bright with herbage and Alpine flowers (one hour and a half)—a summer island in the midst of eternal winter.

The Glacier des Bossons may be visited, walking there and returning to Chamonix, in about three hours. Guide for the passage of the glacier can be engaged at the neighbouring chalet for 2 francs. The path leads by the left bank of the Arve, passing the hamlets of

Le Praz Conduit and Les Barats, beyond which it ascends to the left, through the trees. In half an hour, crossing a bridge, we arrive at the picturesque double Cascade du Dard. The road now conducts across the rough course of the Nant des Pèlerins, and, passing over two streams, arrives at the moraine of the glacier. The guide being in attendance, the glacier is now crossed to the Pavillon on the farther side, whence fine views of the great ice-barrier are obtained, with Mont Blanc du Tacul, and the grand Aiguilles du Midi and de Blaitière. There is an ice-cave, 250 feet long, in the glacier, to which a visit is recommended. Admission, 1 franc 50 centimes. The return walk to Chamonix will be by Les Bossons to the Perralotaz Bridge, and thence by highroad. (See page 244.)

La Pierre Pointue (6.722 feet). — By mule (8 francs), or on foot, reaching the Pavillon in about three hours. From Chamonix as by preceding route, until crossing bridge over the Nant des Pèlerins. The road then ascends to the left, and continues by zigzags through the trees, and over the rocks for an hour, to the Chalet de la Para, resting at which we again follow the winding path for another hour, through pastures and trees, to the Pavillon de la Pierre Pointue, close to the middle heights of the grand Glacier des Bossons. Here are superb views of Mont Blanc, the Dôme and Aiguille du Goûter, as well as a magnificent surrounding prospect.

Sixt.—An interesting excursion for good pedestrians (or by mule, 18 francs) may be taken by the path from the west of Chamonix, past the church, to the ascending zigzags of the Brévent Mount, nearly two hours, through the trees to the Restaurant des Chablettes, and thence an hour and a half to the Chalets of Planpraz (6,775 feet), where there is an inn. We now ascend for another thirty minutes to the Col du Brévent (8,080 feet). Descending on the farther side into the valley of Diosaz, we arrive in an hour and a quarter at a wooden bridge, and, turning to the left, ascend in two hours to the Col d'Anterne (7,428 feet). A fine view of Mont Blanc is here obtained. Again descend, passing the Lac d'Anterne, to the Chalets des Fonds (refreshments can be here supplied), near to which is situated in a romantic position the "Eagle's Nest," the house of an Englishman. The route proceeds by the beautiful Vallée des Fonds to Salvagny and Sixt. Hotel—Du Fer à Cheval. The upper part of the valley in shape resembles a horse-shoe. There are numerous waterfalls in the neighbourhood, but they are much diminished in the summer season.

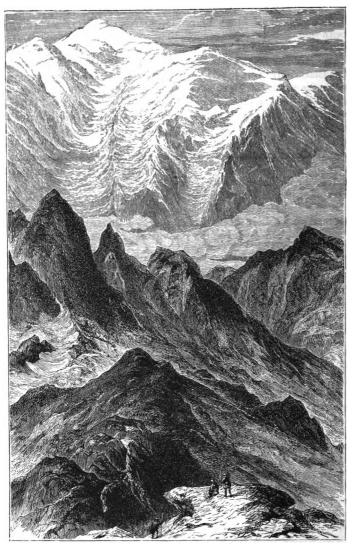
The Ascent of Mont Blanc (15,730 feet).—This highest of European summits was for the first time successfully ascended about a century since by Jacques Balmat, to whose memory a monument at Chamonix has been recently erected. The names of De Saussure, Dr. Clarke, Mr. Auldjo, and the late Mr. Albert Smith are associated with the ascent of Mont Blanc in the earlier days, when such an expedition was of rare occurrence. Of late years the route has been very frequently adopted, and mainly with success. Proper precautions should always be taken, experienced guides engaged, and fine clear weather in attendance. Under such circumstances, provided the intending mountaineers are in good health, and can endure a fair amount of hardship and fatigue, the ascent may be made without extraordinary difficulty or serious danger. At the same time, be it always remembered that many persons have lost their lives in the attempt, and that nervous or awkward climbers should not commit themselves to the doubtful chances of such an arduous expedition. Ladies, with but few exceptions, have been unable to encounter the difficulties of the ascent.

Two or more tourists may arrange to take the ascent in company. Two guides required for each person (100 francs a guide) and a porter (50 francs). The necessary accommodation at the Grands Mulets, en route up and down, will cost say 75 to 100 francs each, including the several items of provision for the guides, etc.

A Personal Narrative.—The following account of the writer's experience may be interesting to intending mountaineers. therefore begs to adopt the egoistic pronoun while the tale is told.

Arriving at Chamonix early in September 1871, I and a party of voyageurs en société very pleasantly occupied a few days with the various excursions usual to the occasion. These being accomplished under the most propitious of skyey influences, my companions in travel were disposed to prolong their stay, and one gentleman of the party—an M.D. from the neighbourhood of Manchester—expressed his strong inclination for the ascent of Mont Blanc.

Lengthy consultations with guides, careful observations of the weather, frequent references to the barometer, ensued; and everything and everybody combining to assure us of the probability of success, we two started with four guides on a Monday morning at eleven o'clock from the Hôtel du Mont Blanc, equipped cap-à-pie



MONT BLANC.

for the expedition, leaving our less adventurous friends in the care of the worthy host, Monsieur Cachat, to await our return.

The ascent from the valley to the first halting-place was somewhat fatiguing. The sun was blazing away at a seemingly vertical position above us, and we were rather warm than otherwise on our arrival at

The Pierre Pointue, and the welcome little chalet at the top of the steep zigzag from below. Here Monsieur Silvain Couttet, the landlord, assisted us in reparation of tissue. The cutlets were for us of sublime and unearthly flavour, the *pommes de terre frittes* simply delicious, and the sour wine—nectar undoubtedly. Finishing repairs with a discreet allowance of cognac, we proceeded on our adventure.

The ascent from the Pierre Pointue continues for nearly an hour on the side of the Glacier des Bossons, along the moraine, and crosses by an extended and narrow winding path. From various points on the route glimpses of the great glacier, with its enormous pyramids of ice, could be obtained, with wonderfully beautiful peeps of the valley and village of Chamonix far below us, the clustered habitations showing like toy-houses in the distance, with the Arve and the Arveiron, peacefully glistening in the sunlight, reduced to threads of silver; while the surrounding panorama broadened out in all its grand magnificence as we ascended above the range of the lower Alps, and could command a full view of the hoary peaks beyond, within the circle of the wide horizon far around.

Trackless plains of snow stretched onwards and upwards above us, and the craggy blocks of the two glaciers Bossons and Taconay were full in sight. Right and left, far distant from each other, were the two great buttresses of Mont Blanc, which form the channel of the glacier. On the sides of these mountain heights were overhanging cornices of ice of ponderous proportions, threatening avalanche. Pieces not so large now and then tumbled down with a noise like distant thunder.

After some troublesome scrambling over loose boulders, we gained the second halting-place of our journey, beneath the shadow of a huge rock, called the Pierre à l'Échelle. The edge of the ice was still nearly twenty minutes' distance beyond, but it appeared much nearer. Here we rested awhile, but our guides soon again got us into marching order. So we resumed our alpenstocks and betook ourselves in earnest to the work.

The first part of the journey on the glacier was comparatively easy,

but by degrees our path became more difficult. Soon after getting fairly on to the ice, we halted on a small plateau overlooking an enormous crevasse, while the guides attached us to a strong rope, and we proceeded "all in a row," with about eight feet of cord between each, prepared for serious work.

The grandeur and beauty of the ice-formations in these upper regions must be seen to be fully comprehended. Huge glacial masses, slightly green in colour, seemingly rent away from the main course of the glacier, here take many fantastic shapes. Columns, arches, bridges, and towers, adorned with long pendent icicles, rise around, commanding deep ravines and yawning chasms, wondrous to behold. The scene defies description.

Over chasms of seemingly infinite depth, skirting the edges of grand glacial precipices, crossing on ladders from one wall of ice to another, ever toiling gradually upwards, we ascended the glacier. Where the crevasses were practicable, we contrived to jump to the opposite side—rather slippery work—and where they widened to an impassable distance ladders were in requisition to bridge the gulf. At the junction of the two glaciers, where the Glacier des Bossons meets the Glacier du Taconay, the leading guide, with a light axe, cut footsteps and hand-holds where necessary, and we followed cautiously, not looking much beyond our next step, on the firmness of which depended our present safety.

At several points the snow formed bridges, frozen sufficiently hard for safe transit, but these were always carefully tested by the guide in advance. Sometimes, like Mr. Dick Swiveller, we had to make a long journey round to get over the way, and sometimes found ourselves suddenly on an icy ridge commanding a deep crevasse, over which we had to scramble somehow, neck or nothing. Steady perseverance brought us within sight of

The Grands Mulets, and we attained the welcome shelter of the wooden hut thereon erected, at about six o'clock, just in time to escape an evening storm which had been threatening for the last half-hour, and now came sweeping down in earnest, the thunder grandly reverberating from peak to peak, and the vivid flashes lighting up the snow-fields, vast and trackless, with a weird effect. I shall never forget the thankful feeling of rest and security that the rough wooden walls afforded me. The dreary sunset giving place to cold and cloudy night, the gloom of winter dwelt upon the scene, rendered yet more desolate by the mountain storm, now far below

us, which we continued to watch from the doorway of the little cabin, till the cold fairly drove us to the interior, and we shut out the cheerless prospect, and prepared to make ourselves as comfortable as circumstances would permit.

A large fire of wood being quickly lighted, and materials for a rough but hearty meal supplied, we were not long in falling to, with appetites needing no Worcester sauce. The hard, dry fish, tough steaks, and common wine furnished us a most enjoyable repast, and the guides made some good coffee after dinner to wind up the evening's entertainment. I question whether a grand city banquet could ever be so well appreciated. We were safely resting in bed soon afterwards, and by nine o'clock were all unconscious in the arms of Morpheus, having arranged to start at two in the morning on our upward pilgrimage.

Much too soon for our convenience, the guides, with punctual and persistent knuckles at the door of our small chamber, warned us that the time of rising was at hand. So, investing ourselves with strange and mystic garments in preparation for the upper world of wonders, and, on the recommendation of the guides, fortifying our inner man with a bowlful each of mulled wine, we once more started, marching in single file and roped together as before.

The moon was shining brightly, the clouds had passed, and the far-off heavens gleamed clear and comfortless above us. Below was the grand field of the glacier, with its vast irregular undulations merging into distant smoothness of appearance. Towering in front, several thousand feet higher, was the huge Dôme du Goûter, often mistaken from the valley for the calotte of Mont Blanc. Up the glacier to the left was an ascending valley of ice, in the course of which were three steep banks of snow one above the other, each of which is many hundreds of feet in height. A comparatively level promenade of glacier lies between each step of this giant's stairway, the farthermost being the Grand Plateau, two miles across.

Ascending these upward slopes for three hours, we trudged and climbed steadily on. Sometimes we found, on gaining the top of a ridge, that the crevasse beyond was impracticable, and a guide had to be sent forward to take the soundings of our position. On one occasion we crossed an unsuspected crevasse, the frozen snow bearing up firmly while two of the foremost guides passed in safety, but the third suddenly disappeared from sight, the snow-bridge having given way beneath him. On either side we immediately

tightened the rope, and, by dint of a good pull altogether, we extricated him from his perilous position.

This incident will serve to illustrate the use of the rope. Had we not been thus attached to each other by the cord, the guide might have perished in the crevasse.

Passing upwards from the Petit Plateau we attained the level of

The Grand Plateau as the day was breaking. The stars were fading, and the air was sharp and cold as we marched along, with feet suffering from cold, and we had to keep constantly moving in consequence. Our appetites were not very grand at this altitude, though we had worked hard to attain it. By the time we had traversed the plateau it became intensely cold. Some hard-boiled eggs, cold coffee, and a cup of wine put a little life and warmth into us, and we could the better admire the grandeur with which we were surrounded.

High on our right was the summit of Mont Blanc, and on our left the great icy gulf into which the guides of Dr. Hamel were swept by an avalanche in 1820. Far away on the horizon the glow of daybreak was gradually tinging the sky and bringing into relief the surrounding heights. As peak after peak rose into prominence, the spectacle became magnificent, and the scene gradually warmed and broadened in the cheerful light of sunrise.

At the farther extremity of the plateau we attained the shelter of the Rochers Rouges, a refuge from the falling avalanche, always to be dreaded in crossing this great platform of ice. Here we halted for a few minutes, a small allowance of cognac was handed round, for it was fearfully cold, and we again addressed ourselves to our task.

From the base of the Rochers Rouges there rises a monstrous barrier of ice at a sloping elevation, round which we had to climb in an ascending but oblique direction. Above us it terminated in a mighty cliff, fringed with glorious icicles, and below it finished with an abrupt edge bordering a precipice. The leading guide, with his axe, cautiously cut steps, in which we placed feet and hands. Carefully and slowly upwards we toiled over the frozen elevation, and for nearly half-an-hour a false step or an attack of dizziness would have sent us hopelessly into the depth below. We were now beginning to suffer from the rarefaction of the air: breathing became short and painful, our faces were rapidly assuming an apoplectic

complexion, and we both complained of nausea, which increased as we ascended, while the sharp wind blowing over the top of the rock intensified the cold. This dangerous slope surmounted, we came on to

The Corridor, a field of ice overlooking the glacier straight downwards to the upper part of the Mer de Glace. Here we were glad to rest for a moment-my companion was sick, and we were both nearly done up; but our guides were relentless, assuring us that we must either go on or return at once, and that if we gave way to the strong inclination for sleep that now beset us we might soon be frozen to death. So we plucked up courage and started forward on the march, until we arrived at the foot of an almost perpendicular elevation, five hundred feet high—the Mur de la Côte—up which we had to climb to attain the final stage of the ascent, thence mounting to the summit. Here we had indeed a glorious prospect. Below the level where we now were resting, light morning clouds lay over the surrounding Alps for many miles away, their fleecy billows shining in the clear sunlight of heaven like a vast sea of gold, with many a snowy mountain crest rising through its midst, gleaming like silver in the bright azure of the morning sky. One could adequately realize from such a stand-point the force of Goldsmith's simile—

> "Like some tall cliff that rears its awful form, Swells from the vale and midway leaves the storm, Though round its breast the rolling clouds are spread, Eternal sunshine settles on its head."

It was now ten o'clock, so, after an attempt at breakfast on cold chicken and a little wine, we commenced the ascent of

The Mur de la Côte. Soon after reaching it from the snow, and ascending obliquely, our position overhung a profound chasm. Steadiness and caution must be given to every step, for there would be no chance of life if a slip were made. Fourteen thousand feet above the level of the sea, at the edge of an abyss whose depth is lost in obscurity, climbing upwards one by one on the gleaming surface of the precipice, every step being cut with the axe, we found it a most decided relief, after half-an-hour's painful progression, to have surmounted the Mur de la Côte, and to rest a few moments at the foot of the final dome of Mont Blanc.

The calotte of the mountain is difficult to climb, being covered with loose frozen snow, on which there is no firm footing, and this terminal stage of the journey cost us some tumbles by the way. At

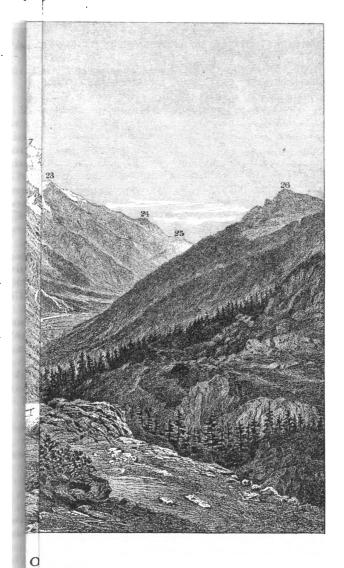
last we arrived, panting, thirsty, frost-bitten, and scant of breath, but triumphant, on

The Summit of Mont Blanc. It was exactly noon as we "reached the highest point of all" our labours. The view from the summit is difficult to describe. The principal points in the neighbourhood of Chamonix were standing out in clear relief, but the lesser heights were reduced apparently to mere ridges, as we looked down on summits which, seen from below, loom high and mighty on the horizon. The Lake of Geneva could be very clearly seen, and the hills of Burgundy beyond; but on the Italian side, the clouds still were resting, and partially obscured the lower landscape and the plains of Lombardy. For the rest, a boundless, undulating expanse of snowy peaks stretched far around, while below us the valley of Chamonix lay mapped out in panoramic and bright distinctness.

Our guides would not allow us to remain longer than a quarter of an hour, as it was now severely cold, and the biting wind was freezing us. So, with "one longing, lingering look" around us, we prepared to descend. With the exception of the Mur de la Côte, and the height contiguous to the Rochers Rouges, which require as much care and caution as in coming up, the descent is comparatively an easy affair. Sliding down the slopes, and keeping as nearly as possible in the track of the guides, adopting several short cuts, setting zigzags at defiance, and very frequently tumbling down and rolling over in the snow, we arrived at the Grands Mulets about six o'clock, ready for dinner and for bed. Here we met another party of four gentlemen intending the ascent, accompanied by a retinue of guides and porters.

A good night's rest did much to recruit our exhausted energies, and put us again into fair marching order, and in the early morning we recrossed the glaciers, roped together as before, and in due course attained the Pierre à l'Échelle, from which point a leisurely walk of about three hours, down the solid granite of the mountain, brought us back to Chamonix and our waiting friends.

Ascents may be made to the Grands Mulets, Grand Plateau, Dôme de Goûter, or Bosses du Dromadaire, by those not disposed to scale the calotte of Mont Blanc. (From 30 to 70 francs.)



Aiguille du Goûter, 12,710 feet.

25. Mont Zoli, 8,375 feet
26. Brévent, 8,274 feet.

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## TOUR OF MONT BLANC.

The route from Chamonix, by the Col du Bonhomme and the Col de la Seigne, to Aosta, is known by this name, and is a favourite road taken by pedestrians and mule-riders who desire fine Alpine scenery and fresh mountain air. The Great St. Bernard may be thus visited, avoiding the necessity of a double journey from Martigny. The tour may be readily accomplished in a three days' walk to Courmayeur—the first, from Chamonix to Contamines, six hours; the second, from Contamines to Chapiu, seven hours; the third, from Chapiu to Courmayeur, six hours. Thence on the fourth day by diligence to Aosta.

From Chamonix, four miles by road, to Les Ouches, whence the path ascends leftwards to the Pavillon de Bellevue, 5,948 feet (grand views of the Chamonix valley), and onwards to Bionnassay. At the little chapel, the route descends to the left by Champel and La Villette, with charming views, to the important village of

Les Contamines. Hotel—Du Bonhomme. Hence the road descends to Pontet, afterwards over a bridge to the chapel of Notre Dame de la Gorge. A bridle-path now ascends through the defile, passing torrent and cascade, to Nant-Borrant and

The Chalet à la Balme, an inn at the head of the valley of Montjoie. The route, marked by stakes, is continued by stony and desolate slopes, crosses the

Plan des Dames, and ascends, by rocky windings, the

Col du Bonhomme (8,152 feet). Hence the descent is made to the hamlet of

Chapiu, where the traveller should rest for the night at the Hôtel Soleil.

Ascending through Mottet by a good bridle-path to the

Col de la Seigne (8,308 feet), the Italian frontier being marked by a cross (where a grand prospect of the valley of the Allée Blanche, flanked by the precipitous rocks of Mont Blanc, is obtainable), we proceed onwards, for six hours, by a varied route, through snows and pasture-lands, by rocks, brooks, and valleys, by the Lac de Combal, and with views of many glaciers, and a passing glimpse of the summit of Mont Blanc, to

Courmayeur (56 miles from Chamonix), picturesquely situated at the head of the Aosta valley (Hotel—Mont Blanc: Gaze's coupons

accepted), and much frequented as a summer resort, reputed for its mineral springs and genial climate.

[Excursions to the Monte de Saxe, Glacier de la Brenva, the Cramont, the Glacier de Miage, and the Pavillon du Fruitier.]

From Courmayeur to Aosta (24 miles) a diligence runs daily in five hours. The road descends to the Doire, and, passing Palésieux, crosses the river to

**Pré-St.-Didier** (whence the Little Bernard may be visited). The journey is continued, again crossing the Doire, with fine views in retrospect of Mont Blanc, and proceeding by lofty hill and cultivated dale to

Morgex, near to which are the ruined castles of *Chalant* and *La Salle*. By waterfalls, ruins, vineyards, green valleys, and wild ravines, the route is continued through Liverogne to

Villeneuve, with the ruined castle of Argent rising on a rocky height above the village. The road proceeds on the river side, with views of the triple peaks of the Ruitor, the pyramid of the Grivola, and the Trajo Glacier, past St. Pierre, with its lofty old castle and church, and the imposing château of La Sarre, onwards through the broad valley, to

Aosta, the chief town of the province of same name (population, 7,800). Its many Roman antiquities—arches, towers, and walls—remain as evidence of its past importance. At the *Hôtel du Mont Blanc*, Gaze's and Caygill's coupons are accepted.

Ascent of the Becca di Nona (10,385 feet).—About seven hours. Reliable guides at Charvensod, a neighbouring village, whence the ascent is made. Panorama from the summit comprises the entire ranges of Mont Blanc and Monte Rosa, and the Graian Alps.

Excursions to the Val de Cogne, Pont d'Ael, and Cogne, returning by the Col de Garin, or *vice versa* (two days), may be taken from Aosta.

From Aosta to Martigny, by the Great St. Bernard, see page 233.

From Aosta to Ivrea (42 miles by diligence), thence rail to Turin, etc.

## MARTIGNY TO VISP AND BRIEG.

(By Rail, 47 miles.)

Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.			Dist. in Kils.	Stations.	Fares. 1st Cl. 2nd Cl. 3rd Cl.		
8  25  41	Martigny Saxon-les-Bains Riddes Ardon Sion Saint-Léonard Granges Sierre.	fr. c.  1 10  -  3 10  -  5 05	fr. c. 0 70 2 50 3 85	fr. c. 0 45 1 50 2 50	 49   68 77	Salgeech. Leuk-Susten. Turtman. Gampel. Raron. Visp Brieg.	fr. c. 6 20 — — 8 60 9 70	fr. c. 4 20 - - 5 80 6 50	fr. c. - 8 00 - - 4 20 4 75

The railway runs east and west through the Rhône valley in 24 or 3 hours from Martigny (see page 231) to Brieg, a somewhat uninteresting journey, as the valley is in many places marshy, and in others desolated by large rocks and debris (brought down by the torrents from the neighbouring heights), and also by the occasional inundations of the river. The goitre, an unsightly pendulous excrescence of the neck, is prevalent in this district.

Baths of Saxon, 5 miles from Martigny; reputed for cure of skin disease, the water containing iodine. The village of Saxon is about a mile distant, with a ruined château at the foot of the Pierre-à-Voir. (See page 231.) Passing Riddes, the Rhône is crossed, and the rail proceeds to Ardon and

Sion, a town of about 5,000 inhabitants, situated on the Sionne, with three castles built on separate heights-the ruined episcopal Castle of Tourbillon, six hundred years old, destroyed by fire during the last century; the old Castle of Valeria, dating from the ninth century; and the old Castle of Majoria, once the residence of the bishops, burnt 1788. There is also here an old cathedral with interesting frescoes. The Church of St. Théodule deserves a visit. (Cook's hotel coupons accepted at the Pension aux Lilas; Gaze's coupons available at the Hôtel de la Poste.) The rail is continued, crossing the Rière at St. Léonard, to Granges (see ruined château and church on the hill) and

Sierre. Situation elevated and picturesque, among surrounding vineyards, with several buildings in ruinous condition, relics of the middle ages. Population, 1,550. (At the Hôtel Bellevue Gaze's coupons are accepted.) Near the Rhône is the Schinderthurm, a ruined castle, commanding a good prospect of the surrounding country.

The rail, crossing the river, proceeds by Salgesch, passing through rock-hewn cuttings and tunnels below the contiguous hills, and over

the great gorge of the Dala, to

Leuk-Susten. The village, with its picturesque old castle and towers, is situated at a considerable elevation above rail and river. Church of Varen on eminence to the left. From this point an omnibus runs twice daily to Leukerbad, ascending by the gorge of the Dala through Inden,—a most beautiful journey of four hours. (See page 148.)

Through meadows, past waterfalls, castles, and churches in the broadening valley, dreary and desolate near the course of the Rhône, and bright and fertile in the smiling distance, the train proceeds by

Turtman, Gampel, and Raron stations to

Visp (Vispach or Viège), a picturesque little village at the entrance of the Visp valley, with the lofty snow-clad Balfrin (12,475 feet) rising beyond. Hotels—Du Soleil: Gaze's coupons accepted. De la Poste: Gaze's and Cook's coupons accepted.

From Visp the route to Zermatt is taken. (See page 273.)

The rail now, skirting the Rhône, is continued by meadowy and stony districts, with views of the Glishorn and the lofty Bortelhorn, and, crossing the channel of the Saltine, arrives at its terminus at Brieg.

Brieg is a small town of 1,200 inhabitants, of picturesque appearance. Its quaint château with four towers is a prominent object; also the church, which may be remembered by English readers as the scene of Marguerite's wedding in Dickens's Christmas story of "No Thoroughfare," though not so pointed out to visitors. This town is the starting-point for many excursions, and two main diligence routes—namely, by the Furka to Andermatt (page 173), and by the Simplon to Arona (page 283). Hotels—D'Angleterre: Gaze's and Caygill's coupons accepted. Des Couronnes: Cook's coupons accepted.

**Excursions.—To the Bellalp**, about  $4\frac{1}{2}$  hours. Guide not required. Horse, 15 francs. The ascent, somewhat steep and stony, beyond Naters, proceeds by the hamlet of Blatten, through the trees, to the *Hôtel Bellalp*, often crowded with visitors, 6,730 feet above the sea-level, situated at the foot of the Sparrenhorn, above the Aletsch Glacier. It affords a very beautiful view.

Ascent of the Sparrenhorn (9,890 feet). This may be made from the hotel in about three hours. The Grosse Aletschhorn, the Breithorn, Monte Leone, Monte Rosa, the Matterhorn, Mont Blanc, and a score of other lofty peaks, are visible from this elevation.

The passage of the Aleisch Glacier, excursion to the Eggischhorn, and other mountain expeditions, may be taken from the Bellalp.

## THE VALAIS VALLEYS, SOUTH OF THE RHÔNE.

The Val d'Hérens, Val d'Hérémence, and Val d'Arolla.—On the southern side of the Rhône, and of the Simplon Railway east of Martigny, there lies an extensive district, glorious with the magnificent mountains and glaciers of the Swiss-Italian borderland, which may be adequately explored only by the hardy and persevering pedestrian. Such excursionists may enjoy some of the grandest experiences of travel among these "hills, whose heads touch heaven," if content for a time to leave the sumptuous accessories of large hotels behind them, and to adopt the primitive fare and shelter afforded on these more unfrequented mountain paths.

The Valley of the Borgne extends twenty-five miles south from Sion (see page 261), watered by the Borgne river, and dividing near Hérémence into two branches,—westward, the Val d'Hérémence, with its river Dixense, terminating in the heart of "the everlasting hills" at the foot of the two glaciers De Lendarey (from Mont Pleureur) and De Seilon (from Mont Blanc de Seilon); and eastward, the Val d'Hérens, being a continuation of the main valley of the Borgne.

For the first eighteen miles from Sion to Evolena there is a mountain road traversed daily, in six hours, by a post conveyance, which can accommodate three travellers. Fare,  $5\frac{1}{2}$  francs. Over the Rhône bridge, and ascending by zigzags, the road leads up the mountain side to the left (four miles) to

Vex, at an altitude of 3,410 feet, with its solitary church, where a good prospective view of the valley and the great terminal heights in the distance is obtained. The journey is continued along the slope, at some elevation from the river, passing Hérémence on the right.

[For the westward division of the valley, the Val d'Hérémence, a rough road leads from Vex (four miles) to Hérémence, from which a

mule-path takes southward through the Ayer, Prolin, Cérise, Marche, and Pralong hamlets to the foot of the Pic d'Arzinol (9,850 feet) and the Col de la Meina, by which pass we may get over, in four hours, to Evolena, in the east valley.]

Passing through two short tunnels under the moraine of the mountain, the route eastward proceeds to

Useigne (see Church of St. Martin opposite), one hour from Vex, and, two miles further on, passing the village of Luette, it crosses by a handsome bridge over the river, and ascends for an hour and a half on the west side of the Borgne to

Evolēna, the chief village of the valley; elevation, 4,520 feet. Hotel—De la Dent Blanche. Picturesque in situation; in fair view of the Mont de l'Étoile, the Pic d'Arzinol, the Sasseneire, the Dents de Veisivi, and, conspicuously southward, the towering form of the Dent Blanche (14,320 feet) and the vast Glacier de Ferpècle.

[Ascents of the Sasseneire (10,690 feet), Pic d'Arzinol (9,850 feet), Becs de Bosson (10,370 feet), Mont de l'Etoile (11,040 feet), and the Couronne de Bréonna (10,380 feet) may be hence undertaken, each occupying about six hours. Experienced guides can be here engaged at a moderate charge.]

Four miles south of Evolena is the village of

Haudères, at which point the

Val d'Arolla branches westward for about eight miles, leading to the great Glacier d'Arolla. Leaving Haudères, this western path crosses to the right, over the glacier-torrent and the river Borgne beyond, not far from their confluence, to Pralovin; whence, turning southward, we ascend by the right side of the valley, by the *Chapel of St. Barthélemi*, three miles from Haudères, and onwards to the hamlet of Gouille.

[A divergence of about half an hour, by an ascending path westward, will lead to the

Lac Bleu de Loussel, a mountain lake, light blue in colour, supplied by a waterfall descending from the rocks above. From this standpoint a magnificent view southward is enjoyed of Mont Collon, and, westward, of the Aiguilles Rouges; while, nearer to the left, are the Cascade and Glacier des Ignes.]

Passing the hamlets of Satarme, Pramousse, and Zallion, we arrive in an hour and a half at

Mayens de l'Arolla, where comfortable quarters may be secured at the Hôtel du Mont Collon. The village is finely situated, in full view of Mont Collon—whose huge pyramid rises in the centre of the two glaciers D'Arolla and De Vuibez—the snowy crest of the Pigne d'Arolla, and the heights of the Vuibez. The Alpine cedar, or stone-pine, the arolla, flourishes in this locality, the wood of which is much esteemed by cabinet-makers for its durability and appearance. Hence the name of valley, mountain, and glacier.

[Ascents.—Mont Collon (11,960 feet), L'Évêque (12,265 feet), Pigns d'Arolla (12,470 feet). Recommended only to good mountaineers with competent guides. Fee, 30 francs for either expedition.

Passes.—To Liappey, by the Col de Riedmatten (9,355 feet), in 5 hours; also by the Pas de Chèvres (9,795 feet), and over the Glacier de Seïlon. To the Val de Bagne, by the Col de Chermontane (10,120 feet), and over the Glaciers de Vuibez and d'Otemma, in 12 hours. Guide, 25 francs; or by the Col de l'Évêque (11,485 feet) to Chermontane, in 13 hours. Guide, 30 francs. To Zermatt, by the Col de Bertol (10,800 feet), over the Glaciers de Bertol, du Mont Miné, and Ferpècle, in 12 hours—guide, 30 francs; or by the Col du Mont Brulé (10,400 feet) and the Col de Valpe (11,685 feet)—same time and cost.

Such excursions are replete with interest, and well repay the traveller with views of surpassing grandeur in these ethereal regions; but they should be undertaken only by proficient and careful pedestrians, who can cheerfully endure hardness, and persevere to the end.]

The Val d'Hérens, in its eastern division, is continued four miles from Haudères, being terminated by the Ferpècle Glacier. Turning to the left at Haudères, we ascend, on the east side of the valley, by rocky ways (two hours) to Sepey, at an elevation of 5,580 feet, and the hamlet of Prazfleuri, whence there is a fine view of the Dent Blanche and the vast Glacier of Ferpècle. Onwards, through the trees, we reach in half an hour the hamlet of

Ferpècle, with its beautiful waterfall near at hand (altitude, 5,910 feet), in picturesque position at the foot of the glacier. Hotel—Du Col d'Hérens.

The Alp Bricolla (7,560 feet)—a good standpoint, easily attained in two hours, for a survey of the Ferpècle Glacier, the Tête Blanche, the white-robed Wandfluh, the magnificent Dent Blanche, and the Grand Cornier. The Glacier du Mont Miné, the Aiguille de la Za, and the Dents de Bertol are also visible.

[Ascent of the Dent Blanche (14,320 feet) is only possible to experienced mountaineers. It may be accomplished in fourteen hours with an experienced guide. Fee, 70 francs. The *Grand Cornier* (13,020 feet) may be more readily ascended, via the Col du Grand Cornier. Guide, 30 francs.

Passes.—To Zinal in 11 hours, by the Col du Grand Cornier (11,640 feet). Recommended as interesting and free from danger. Guide, 30 francs. To Zermatt in 11 hours at same cost, by the Ferpècle Glacier, over the Col d'Hérens (11,420 feet), resting at the hut on the Stockje—an island of rock in a surrounding sea of ice—and over the Zmutt Glacier, in full view of the grand pyramid of the Matterhorn. To Prarayen, by the Col des Bouquetins (11,415 feet), in 11 hours, descending over the Glacier de Zardezan.]

## THE VAL D'ANNIVIERS AND TURTMAN-THAL

The Val d'Anniviers (Einfischthal) stretches southward from Sierre (see page 261) 27 miles. This valley, with its river Navigenze, divides at a half-way point near Mission—westward, the Val de Moiré, with its terminal Glacier de Moiré; and eastward, the Val de Zinal, closed by the Zinal or Durand Glacier.

One-horse voitures may be taken from Sierre to Vissoye—12 miles; 15 francs. Leaving Sierre, the road leads across the bridge over the Rhône, about a mile from the town, and onwards to the left, mounting through the trees, above the village of Chippis—on the right, where the Navigenze joins the Rhône—three-quarters of an hour to the entrance of the Val d'Anniviers. Fine prospective views of the mountain-heights southward — the Besso, Rothhorn, and Dent Blanche.

From the village of Niouc, about four miles from Sierre, the road ascends the rugged slopes of the ravines, on the eastern rocks of the valley, traversing four galleries on the mountain-sides; passing above the hamlet of Fang on the right, and onwards (see Painsec, on the western side) for three miles to

Vissoye, the chief place of the valley, conspicuously situated on

the east bank of the Navigenze, at an altitude of 4,000 feet. Hotel
—D'Anniviers.

The route is now continued by a mule-path to Mission, where the valley divides (see above), and onwards, in the

Val Zinal, to Ayer, whence it leads upwards by a wild and stony road, crossing and recrossing the river, five miles, to

Zinal, nineteen miles from Sierre, near the head of the valley. Altitude, 5,510 feet. (Hotel—Du Durand. The proprietor is an excellent guide.) About four miles from the village the valley is terminated by the

Zinal or Durand Glacier. A fine survey of this glacier and the surrounding peaks may be commanded from the summit of the

Alp de l'Allée (7,180 feet), at the end of the valley to the west. The path leads southward from Zinal, crossing the river to Barma, turning to the right near the foot of the glacier, and ascending to the chalet at the top. Guide unnecessary. Full view eastward of the double-crested Besso, rising between the Glaciers Durand and Moming; also comprehensive survey of the grand mountains ranging on the southward outlook.

The Alp Arpitetta (7,420 feet), on the eastern side of the valley, is also a very eligible standpoint, affording a nearer sight of the Moming Glacier, as well as an imposing view of the majestic Rothhorn and Weisshorn mountains.

The Mountet Club Hut (9,308 feet) should also be visited. It may be reached in five hours from Zinal, up the glacier, turning leftward towards the southern base of the Besso. Here a fine survey of the Zinal Glacier and the surrounding peaks is commanded.

The Roc Noir (10,260 feet). From the Mountet, the intervening glacier may be traversed in about an hour, without much extra labour, to the Black Rock, an island of granite rising in the centre of the great glacier. Its summit commands a most imposing and magnificent panorama on every side.

A grand mountain-excursion, free from difficulty, may be taken in one glorious day's work from Zinal, by ordinary tourists of good walking ability, over the Durand Glacier to the Mountet and Roc Noir, returning to Zinal in about nine hours. Guide, 12 francs. Recommended as most enjoyable and remunerative.

[Ascents.—The Besso (12,060 feet), in about 4 hours from the Mountet Club Hut. Guide, 20 francs. The summit affords a superb

view. The Pigne de l'Allée (11,170 feet); ascended without difficulty from the Alp de l'Allée in 4 hours. Guide, 15 francs. The Pointe d'Arpitetta (10,300 feet), an easy climb of 3 hours from the Alp The Rothhorn (13,860 feet) and the Ober Gabelhorn (13,360 feet) are more laborious and risky, and should only be attempted by proficient climbers, under experienced guidance. Bouquetin (11,430 feet) and the Diablons (11,850 feet) are also difficult. Guide, 20 francs.

Passes.—To Gruben (Turtman-Thal), by the Pas de la Forcletta (9,815 feet), 8 hours, with views of the Weisshorn and Turtman Glacier. To Ferpècle, by the Col de l'Allée (10,485 feet) and the Col du Zaté (9,435 feet), 11 hours' hard work. Guide, 12 francs. To Evolena, by the Col de Sore Bois (8,970 feet) and the Col de Torrent (9,595 feet), in 9 hours. To Zermatt, by the Triftioch (11,615 feet) and the Trift Glacier, in 12 hours; or by the Col Durand (11,400 feet) in 14 hours. The two latter routes will be found fatiguing and somewhat difficult, but the mountain views are magnificent. Guide for either, 30 francs. To Zermatt, by the Moming Pass (12,450 feet), or by the Schallenjoch (12,310 feet); either to be accomplished in 14 hourswith guide, 35 francs. Only recommended to experienced mountaineers.]

#### THE TURTMAN VALLEY.

The village of Turtman is situated about half a mile south of the railway station, at the entrance of the Turtman-Thal, which extends southward twenty miles to the great Turtman Glacier. mule-path leads by the east bank of the stream of the Turtman, ascending through pleasant pastures and by wooded slopes to the hamlet of

Tummenen, where it crosses the river, and continues on its western side eight miles through the forest of the Dubenwald. Here, of late, the woodman has not spared the tree, and the avalanche has assisted at clearance. At the

Vollensteg we recross the stream, and proceed onwards to Niggelingen, Staffel, and the principal village of

Gruben (or Meiden), at an altitude of 6,060 feet. Tolerable quarters at the Hôtel du Weisshorn. The road again crosses to the west side, and proceeds, through Blummatt, an hour and a half to the hamlet of

Im Zenten, at the foot of the Turtman Glacier.

The Turtman or Barr Glacier is a magnificent ice-field, coming down from the heights of the Barrhorn, the Bruneckhorn, and the Weisshorn, skirting in its western descent the rocks of the Diablons.

[Passes.—To Zinal, crossing the Turtman Glacier, and by the Col des Diablons (10,675 feet), in 10 hours—interesting but laborious. Guide, 16 francs. Should be undertaken only by the experienced. Also by Pas de la Forcletta (9,810 feet) in 8 hours—an easier route. Guide, 12 francs. To St. Niklaus or Stalden by the Augstbord Pass (9,516 feet), with Ascent of the Schwarzhorn (10,520 feet; commanding superb views), one hour, with guide, from the summit of the pass. Of this more anon. (See page 273.)]

#### SION TO ZERMATT.

(By the Val d'Hérens, Col du Grand Cornier, Pas de la Forcletta, and the Augstbord Pass.)

This most enjoyable expedition, over the intervening mountain passes and glaciers which lie between the valleys of the Valais, may be taken in four days by an able-bodied tourist, leaving the railway at Sion. By carriage to Evolēna, and onwards to Ferpècle, in the Val d'Hérens; by the Col du Grand Cornier, or Dent Blanche and Glacier du Durand, to Zinal, in the Val de Zinal; by the Pas de la Forcletta and the Blummattalp to Gruben, in the Turtman valley; and by the Augstbord Pass to St. Niklaus, in the valley of the Visp; thence by carriage to Zermatt. Recommended to all good pedestrians who appreciate the grandest of Alpine surroundings, and who can afford the necessary time occupied by the trip. Heavy luggage must be left behind, or sent forward to some convenient point for reclamation; only a knapsack or light valise should be taken.

First Day.—Before leaving Sion, the tourist may engage a seat in the post conveyance  $(5\frac{1}{2}$  francs) for eighteen miles of the journey to Evolena, and may thus proceed for the first day via Vex, Useigne, and Luette (see page 264), saving his strength for to-morrow's mountaineering. From Evolena he must continue southwards by mule or by "shanks's pony" to Ferpècle, resting for the night at the *Hôtel du Col d'Hérens*, at the foot of the Ferpècle Glacier. (See page 265.)

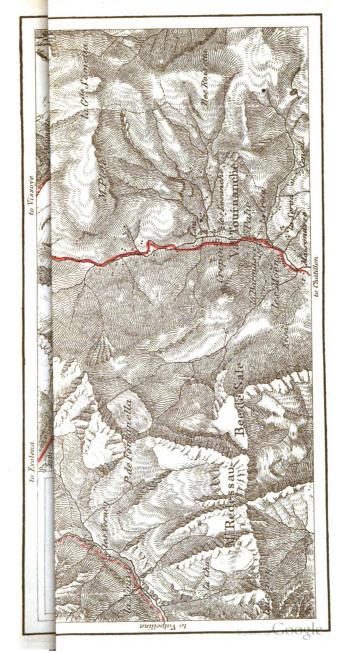
Second Day.-Start early, with guide, ascending to the left

through the larches and over the stony pastures to Bricolla, an hour and a half from Ferpècle, thence steadily upwards, and over the Glacier de la Dent Blanche—three hours' rather hard work—to the summit of the pass, the Col du Grand Cornier (11,640 feet), between the Grand Cornier (north) and the Dent Blanche (south). Descending by a mountain ridge on the farther side, the eastern glacier is attained, over which the descent is continued two hours and a half to the Mountet Club Hut, leaving the Roc Noir to the right; thence downwards three hours by the Glacier du Durand to Zinal. (See page 267.) Altogether, ten hours' work from Ferpècle. Guide, 30 francs. Rest for the night at the Hôtel du Durand at Zinal.

Third Day.—Leaving Zinal betimes, the route is taken northward down the valley, turning to the right from the main road to Ayer, and ascending through the wood and over intervening pastures to the mountain hamlet of Remoinze (8,500 feet). Thence the path leads to the summit of the pass—the Pas de la Forcletta (9,815 feet)—where a comprehensive view is commanded, five hours from Zinal. The Crête d'Omberenza stands on the right, and the Roc de Budri on the left. The descent leads through a wild valley two hours to the chalets of the Kalt, and onwards to the Upper Blummatt (7,685 feet), whence are obtained fine views of the Turtman Glacier and the mountain heights beyond. The downward path leads through the wood three-quarters of an hour, joining the route on the Lower Blummattalp, half an hour southward from Gruben. Altogether, eight hours' work from Zinal. Guide, 15 francs. Accommodation at the Hôtel du Weisshorn.

Fourth Day.—Start early from Gruben, and ascend by the eastern slope of the valley—rather heavy work—and the Gruben Alp; in three hours attaining the summit of the Augstbord Pass (9,520 feet), situated between the Schwarzhorn (north) and the Steinthalhorn (south), and commanding views of the Simplon heights, the Fletschhorn, and the Mischabel.

[Ascent of the Schwarzhorn (10,520 feet) may be hence accomplished in one hour, and will fully repay the extra labour. Superb view from summit, comprehending Monte Rosa and the Lyskamm, with the nearer peaks southward; to the east the Simplon, Ticino, and St. Gotthard Alps; and northward the range of the Bernese Oberland.]



The descending route, rough and stony, leads onwards through the contiguous Augstbord-Thal, and turns southward, under the shadow of the Steinthalhorn, to the village of Jungen, overlooking the valley of the Visp, with grand views of the Bruneckhorn, Weisshorn, Breithorn, the Zwillinge Pass, the Ried Glacier, the Dom, and the Grabenhorn. From Jungen the path descends over a rapid slope by a winding road in three hours to the village of St. Niklaus, whence a one-horse voiture may be taken (twelve miles) to Zermatt. (See page 274.)

## SION TO ZERMATT.

(By the Col du Torrent or by Pas de Lona, Pas du Bœuf, and the Jung Pass.)

An interesting route, and easier than the foregoing, occupying four days.

First Day.—Sion to Evolena, in the Val d'Hérens, by carriage, or in pedestrian mode. (See page 263.) Accommodation at the Hôtel de la Dent Blanche.

Second Day.—Evolena to St. Luc, in the Val d'Anniviers, by the Col du Torrent. Start early from Evolena, taking path southwards half an hour by Villa and Le Sage, turning left for the winding ascent of the Alp-Cotter. Crossing a rough tract of slaty debris, the road leads to the summit of the Col du Torrent (9,595 feet), four hours from Evolena. Imposing view of the valley and surrounding heights-comprising, south-west, Mont Pleureur, Aiguilles Rouges, and Pointe de Vouasson; and, further southward, Mont Blanc de Seilon, Pigne d'Arolla, Serpentine, Dents de Bertol, and Tête Blanche.

The descent is made in long zigzags on the eastern side, passing the miniature mountain Lake of Zozanna-elevation, 8,570 feet-and downward by the Torrent-Alp (7,945 feet) and the Alp Zatelé-Pra (7,085 feet) to the Val de Moiré, in less than two hours, with successive views of the mountains beyond—the Gabelhorn, Rothhorn, Trifthorn, Weisshorn, and Bruneckhorn. Up the valley southward is revealed the grand Glacier de Moiré, with its encircling heights. (See page 266.) From the Alp Zatelé-Pra the path leads through the valley (north), and, by a descending rocky ravine, to the village of

Grimenz, at which point, near the church, the route of the Pas de Lona also arrives.

[If the passage of the Pas de Lona be adopted, the traveller will leave Evolēna northward to the hamlet of Prajean, crossing on the eastern side. The pass lies between the Sasseneire (south) and the Becs de Bosson (north; 8,925 feet), and leads to Grimenz in eight hours and a half from Evolēna. Guide, 12 francs.]

Traversing the valley northward, the path leads by the hamlet of St. Jean, and crosses the Navigenze river to Vissoye, five miles from Grimenz. (See page 271.) A final climb of an hour brings the tourist to

St. Luc, situated on the elevated eastern pastures of the Val d'Anniviers—altitude, 5,500 feet—commanding a grand survey of the valley and the snow-clad peaks beyond. The village consists, for the most part, of new substantial houses, having been mainly rebuilt after damage by fire. (Hotel—De la Bella Tola.) At a short distance northward is an isolated rock called La Pierre des Servagios, or Heathen's Stone, which, according to local tradition, once served as a Druidical altar of sacrifice.

Third Day.—From St. Luc to Gruben, in the Turtman-Thal, by the Pas du Bœuf. Leaving St. Luc, we may take the ascent of the Bella Tola as a divergence by the way, descending southwards to the pass. The path leads to the north-east, mounting to the top in about four hours from St. Luc. Guide, 6 francs. The view from the summit (10,140 feet) is comprehensive and imposing. It comprises a grand area of more than two hundred and fifty miles, in which may be seen the giant monarchs of the Valais and the Bernese Alps, the Gorge of the Dala, the Gemmi Mountains, and, southward, a grand panorama from the Simplon heights to Mont Blanc.

From the Bella Tola southward the path again ascends in one hour to the Pas du Bœuf, or Meiden Pass (9,155 feet), over which the route is continued, descending to the left, to the Borter valley. At the Pletschen hamlet the road is divided. The track to the right will lead in two hours to Gruben. Rest for the night at the Hôtel du Weisshorn.

Fourth Day.—From Gruben, by the Jung Pass, to St. Niklaus, thence by carriage to Zermatt. This is the most direct route across the intervening mountains to the valley of the Visp, leading due east to Jungen from the Turtman-Thal, over the pass south of the Steinthalhorn. Leaving Gruben betimes in the early morning, we take the path southward for about half an hour, and turn to the left, ascending to the summit of the

Jung Pass (8,850 feet), between the Steinthalhorn (north) and the Sparrenhorn (south, in about two hours and a half. Fine views may be here enjoyed. We descend on the eastern side to Jungen, with grand survey of the Visp-Thal, as from the Augstbord Pass (see page 270), three hours and a half to

St. Niklaus, thence by carriage (twelve miles) to Zermatt.

## VISP TO ZERMATT.

This journey is made by horse to St. Niklaus (or on foot), and thence by carriage to Zermatt, occupying about nine hours. Horse to St. Niklaus, 12 francs; light carriage (wägli) for two persons, St. Niklaus to Zermatt, 15 francs. Lofty mountains, rocky glens, peaks, glaciers, torrents, and cascades lend their varied charms to the scene as the traveller proceeds by this most attractive route, which culminates in the vast ice-fields of the Monte Rosa chain.

The road leads to the right from Visp, and follows the right bank of the turbulent river, crossing the Visp at Neubrücke, and ascend-

ing to the village of

Stalden, where the valley separates. The road still ascends by the side of the Gorner-Visp, skirting precipices and vineyards for half an hour. On the right we see above the sloping—the very sloping—pastures of Emd; and again descend at the end of the valley to a bridge over the river in one hour more. Now ascending on the right bank for another hour, the Visp is re-crossed, and we proceed for about two miles through the more expanded valley to

St. Niklaus, a village with 800 inhabitants, and a church with a shining steeple, a beacon seen from afar; the capital of the valley. The Grand Hôtel St. Niklaus, where Cook's and Gaze's coupons are

accepted, provides good accommodation.

Carriage route from St. Niklaus to Zermatt, 11½ miles. Leaving the village the road crosses a bridge and proceeds through a forest of pines, passing a fine waterfall two miles from St. Niklaus, and half a mile from the next hamlet of Herbrigen, after which a view is obtained of the lofty Weisshorn and the Bies Glacier. On the left is seen the Festi Glacier, descending from the aspiring Dom, while, southward, the noble peaks of the minor Matterhorn and the Breithorn are visible. Beyond

Rands, before arriving at Taesch, traces of a landslip which fell in 1819, and buried upwards of one hundred houses, still remain. Westward is seen the Schallenthal, with the Rothhorn and the Hohlicht Glacier. At Bühl the gorge of the Visp is crossed, when, up the valley, on the right, the grand pyramid of the Matterhorn, the snowy expanse of the Théodule Glacier, and the gleaming crest of the Breithorn are presented to view. The valley now expands; the road passes the Spiessbrücke, and arrives, by pleasant pastures and over turbulent waters, at Zermatt.

Zermatt is a small village of about 500 inhabitants, 5,316 feet above the sea-level. It is situated in a rich pastoral valley, bounded by the "everlasting hills" and their adjacent glaciers—the Matterhorn on the right, the Breithorn on the left, and the silver breast of the vast Théodule Glacier extending to the southward horizon.

The ill-fated travellers who perished in 1865, falling from the heights of the Matterhorn, repose in the quiet churchyard at Zermatt, with the exception of Lord Douglas, who lies buried in the mountain precipice, "and no man knows that sepulchre." The tombs of Rev. C. Hudson, Mr. Hadow, and the guide Michael Croz, and others, are pointed out to visitors.

The environs of Zermatt provide happy hunting-grounds for the Alpine botanist.

Hotels — Mont Cervin: Cook's coupons accepted. Monte Rosa: Gaze's coupons accepted. De Zermatt: Caygill's coupons accepted.

#### EXCURSIONS FROM ZERMATT.

The Riffelberg and Gorner Grat.—The path from Zermatt to the Riffelberg (3 hours' work) leads direct to the left of the church by bridge over the river, and through the fields, ascending to the Winkelmatten Church. Here it turns to the right, over the Findelenbach, crossing the pasture, and by a steep ascent through the trees, when the fall of the Visp is seen as it flows from the Gorner Glacier. Passing the Riffel chalets, where there is a convenient restaurant, the route again ascends leftwards through the pine forest, and proceeds by easy windings to the Riffel Hôtel, 8,430 feet above the sealevel. Travellers desiring to secure accommodation are recommended to engage rooms in advance, as the house is generally full during the season. This point commands a full view of the grand Matterhorn mountain, rising in isolated majesty from the vast snow-fields and

glaciers by which it is surrounded, its rocky pyramid towering to the height of 14,706 feet above the sea-level.

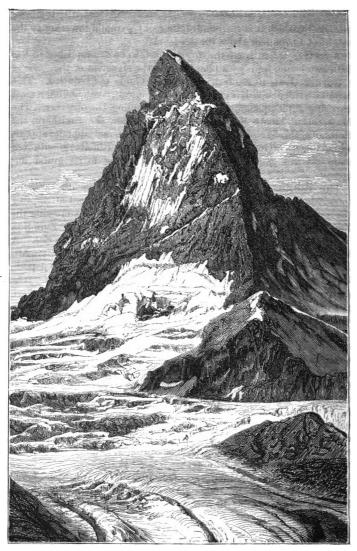
A further ascent from the Riffel Hôtel, to be accomplished in less than two hours, leads by a plain path to the elevation of the

Gorner Grat, 10,290 feet in altitude. Guide not required. This mountain ridge affords a grand coign of vantage, commanding a most imposing Alpine panorama, entirely surrounding the observer. The Matterhorn, Monte Rosa, the Mischabelhörner, the Breithorn, the Rothhorn, the Weisshorn, and twenty other snowy summits appear, while the vast Gorner Glacier lies below the Riffelberg, with ten more glaciers joining its ice-waves, and adding to its grand immensity.

The Hörnli.—This is an easy excursion, and frequently taken by those who desire a closer view of the Matterhorn without attempting the ascent. The path ascends the left bank of the Visp, crossing the Zmuttbach, and onwards to the hamlets of Blatten and Zum-See. The route now leads to the right, and arrives at Schwarz-See. A horse may be taken to this point, about three hours from Zermatt. From here an hour and a half's climbing, by a somewhat steep path, brings us to the top of the Hörnli, at an altitude of 9,490 feet. The eastern front of the Matterhorn is tout en face, and the great northern precipitous side can also be seen, with the vast ice-fields of the Théodule and Furggen Glaciers extending far around.

Ascent of the Cima di Jazzi.—An interesting and not difficult expedition. Guide, 12 francs. Taking the road to the Riffel, and onwards towards the Gorner Grat for half an hour from the hotel, the route diverges to the right, and proceeds to the Gadmen on the Gorner Glacier. We now ascend on the ice to the Stockknubel, at the foot of the Stockhorn, and, after a short rest, continue in two hours to the summit, 12,525 feet. Ascent from Zermatt, 5 hours; descent, 3 hours. A glorious day's work. At the top travellers are cautioned not to trust their footing on the snow too near the southern edge overlooking Macugnaga, for fear of tumbling down the shortest way, over a precipice of 3,400 feet.

Ascent of the Matterhorn.—This hazardous expedition should be undertaken only by thoroughly experienced mountaineers. It has been made possible by attaching ropes to the most precipitous parts of the ascent, and blasting the rocks at the most formidable points. Two guides are necessary; fee, 100 francs each. An ascent of five hours brings the climber to the first hut, at an elevation of



THE MATTERHORN.

10,740 feet; after steady progression for the next two hours the second halting-place is attained, the old hut, at the height of 12,600 feet; and a final and difficult climb of one hour and a half more brings us to the summit of the pyramid, 14,705 feet. The descent can be effected in about five hours.

Many mountain and glacier expeditions can be made from Zermatt by those having time, money, and strength at disposal, including the Gorner and Findelen Glaciers; the Weissthor, Triftjoch, Adler, and Silber Passes; ascents of the Gabelhorn, Weisshorn, Metelhorn, Lyskamm, Mischabelhorn, Dent Blanche, etc., the full details of which may be readily ascertained from the local guides.

## ZERMATT TO AOSTA.

(By the Théodule Pass.)

This journey may be conveniently accomplished in two days, the traveller resting for the night, after the passage of the glaciers, at the *Hôtel du Mont Cervin* (see below), about nine hours from Zermatt, thence proceeding to Châtillon and Aosta the following days.

From Zermatt to Blatten and Zum-See the path leads, on left bank of the Visp, across the Zmuttbach, and beyond ascends through the pines. Emerging from the trees, fine views are obtained of the Rothhorn, Breithorn, and Monte Rosa, and the Gorner Glacier. Crossing the turbulent waters of the Furggenbach, the stony route ascends in many zigzags at the right of the Furggen Glacier, and in face of the Matterhorn, to the end of the

Upper Théodule Glacier, reaching this point (by horse, if preferred) in about three hours from Zermatt. We now ascend on the glacier for the next two hours and a half to the summit of the pass (10,900 feet). The passage of the glacier is not difficult, but care should be taken in crossing the numerous crevasses, the use of the rope being certainly adopted. The expedition is frequently accomplished by ladies accustomed to Alpine travel. There is a small mountain inn where accommodation for the night (if desired) and plain provision can be obtained at a moderate charge. The most elevated habitation in Europe. The view embraces the grand surrounding ice-fields, the Théodulhorn, the Little Matterhorn, Monte Rosa, the Great Matterhorn, a distant survey of the St. Niklaus

valley, and the Alps of the Bernese Oberland. Descending into Italy, on the right, in less than an hour we arrive at the southern extremity of the Valtournanche Glacier, from which a fair path descends, in two hours more, to the

Hôtel du Mont Cervin (6,950 feet), where the day's work should terminate.

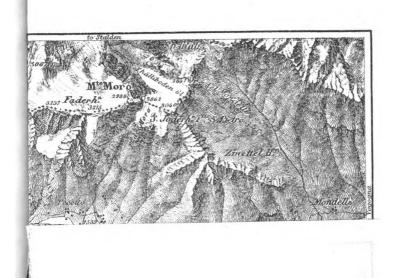
In the morning horses can be here engaged; also at Le Breuil, a mile further on. Hence the path conducts for the next two hours through a romantic gorge, twice crossing the torrent, to the village of Val Tournanche (5,060 feet), where rest and refreshment may be had at the modest Hôtel du Mont Rose. We now descend to the lower valley (note occasional remains of Roman aqueduct), proceeding onward by "moor and fen, o'er crag and torrent," till the heights are past, and in about four hours arrive at

Châtillon, in the rich valley of the Doire, the capital of the district, from which the last fifteen miles of the journey may be taken, amidst surrounding vineyards and chestnut-trees, by diligence to Aosta. (See page 260.)

# THE TOUR OF MONTE ROSA: ZERMATT TO MACUGNAGA.

This most interesting trip, from Zermatt to Macugnaga, may be made comfortably in four days. Hardy mountaineers may accomplish the distance in three days, but for the average pedestrian the advice of Mr. Punch to those about to marry is recommended—"Don't." The following will be found the more enjoyable plan. A guide should be engaged for the tour, at a cost of fifty francs and nourriture provided.

The First Day (nine hours) will be occupied by the journey from Zermatt, over the Théodule Pass (10,900 feet), and by the Col des Cimes Blanches (9,020 feet), to Fière or Fiéry. From the Théodule Pass the route diverges to the left, southward over the Valtournanche Glacier to the Col des Cimes Blanches (path to the right leads to Breuil—see above), and descends to Aventina, traversing a wild valley, in view of the Aventina Glacier on the left. By a steep downward path through the intervening wood the road reaches the village of Fiéry, pleasantly situated on the mountain side, overlooking the Val Challant, with needful accommodation at the Hôtel des Cimes Blanches.



The Ascent of Monte Rosa—the Höchste or Dufour Spitze—from this point is a difficult undertaking of 15 hours, not counting a

ng the Val Challant, with needful accommodation at the Hôtel des

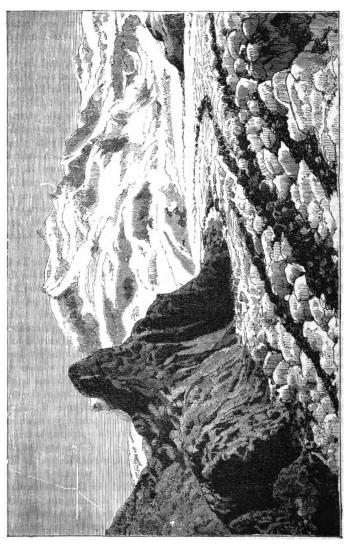
The Second Day (about six hours) will include an easy route, over the Furca di Betta (8,640 feet), from Fiéry to Gressoney la Trinité, with views of the Grand Combin (14,165 feet) and the Graian Alps, whose snowy peaks overshadow the Val d'Ayas, and, on the other side of the pass, a fine prospect of the Lyskamm and Monte Rosa. At La Trinité, the Hôtel Thédy will be found satisfactory. The village is situated in the Val de Lys, at an altitude of 5,325 feet.

The Third Day (seven hours) will be occupied by the journey over the Col d'Ollen (9,545 feet) to Alagna, a pleasant and easy route, within sight of the Lys Glacier and the Lyskamm, and with grand view from the summit of the pass. [The ascent of the Gemsstein is here recommended: it may be accomplished, up and down, in less than an hour, and the extra labour will be rewarded by a glorious survey of Monte Rosa.] From this point, about 3½ hours from La Trinité, the path leads downward by rocky slopes and pastures to the hamlet of Laglietto, and thence eastward through woods and fields to Alagna (3,955 feet: Hotel—Monte Rosa), a village and summer resort of some importance frequented by Italian visitors.

The Fourth Day (ten hours) will complete the tour, by the Turlo Pass, to Macugnaga, and will afford a little hard work. Across the pastures of the Val Sesia, the road ascends by the chalets of the Alp Lazza and the Alp Faller (with views of the Signal-Kuppe, the Parrot-Spitze, and the Sesia Glacier), over rocks and snow, to the Turlo Pass, between the Turlo (10,300 feet) and the Pigliamohorn (9,470 feet). The descent is somewhat precipitous, and care should be taken. Below, as we reach La Plana, a fine view is obtained westward of the cascade issuing from the Loccie Glacier; whence we descend to the Val di Quarazza, with its scattered rocks and many waterfalls, traversing which we come to the Spissa chalets at the end of the valley, descend to the little village of Isella, cross the Anza river, and soon afterwards arrive at Zum Strich, generally known as

Macugnaga, grandly situated beneath the four aspiring summits of Monte Rosa,—the Höchstespitze (15,220 feet), the Nordend (15,130 feet), the Zumsteinspitze (15,000 feet), and the Signal-Kuppe (14,965 feet). (Hotels—Monte Moro and Monte Rosa.) There are five other villages comprised in the parish—namely, Auf der Rive, Zertannen, and Staffa, near Macugnaga, and, at a greater distance, the hamlets of Borca and Pestarena.

The Ascent of Monte Rosa—the Höchste or Dufour Spitze—from this point is a difficult undertaking of 15 hours, not counting a



necessary halt for the night, nearly half-way, on the Jägerrücken rocks. The descent can be made to the Riffel. (See page 274.)

## ZERMATT TO MACUGNAGA AND VOGOGNA.

(By Monte Moro.)

This route can be comfortably arranged to occupy two days from Zermatt to Macugnaga (resting at Mattmark), proceeding to Vogogna (on the Simplon road), a journey of seven hours, on the third day, in time to correspond with the diligences passing that point en route southward to Baveno, Stresa, or Arona; northward to Domo d'Ossola or to Brieg, by horse or by walking. The road, by carriage to St. Niklaus, thence to Stalden, as described on page 273, will be taken the reverse direction. From

Stalden the path proceeds by a romantic ravine, following the stream of the Saaser-Visp through Zenschmiden, past roadside crosses, many waterfalls, and the fine Cascade of the Schreibach, issuing from the Balfrin Glacier, to the picturesque village of

Balen, which lies, at an altitude of 5,025 feet, in the fertile valley at the base of the lofty Balfrin. Twice crossing the river, we proceed by a rocky defile, passing the Chapel of St. Anton, to

Saas, about four hours from Zermatt, an important village, with decent hotel accommodation. Guides can be here engaged for neighbouring mountain expeditions, including the Monte Moro Pass to Macugnaga, whither the tourist is bound. Carriages may also be procured. Beyond Saas we pass the magnificent cascade formed by the descending waters of the Rothplatt Glacier, and under the shade of the Mittaghorn to Almagel and Meigeren, pleasantly situated at the entrance of the Furggen valley. The path ascends by stony windings, in view of the imposing Allalin Glacier, with its massive ice formations rising in fantastic shape about the cavern from which flow the rapid waters of the Visp. By zigzags on the mountain-side, skirting the Lake of Mattmark, and in view of the Schwarzenberg Glacier, we arrive at the

Hôtel du Lac Mattmark, which will be found a convenient point for necessary dinner and bed.

Resuming the journey in the morning, we again ascend, past the hamlet of Distel, and steadily upwards for more than two hours, crossing the stream of the Thälibach, and arrive at the Thäliboden, a little plain near the Seewinen Glacier (8,190 feet), from which point we soon climb by rocky steps, and surmounting the small Thäliboden Glacier, to the cross on

The summit of the Monte Moro Pass, 9,390 feet above the sea-level. Here we obtain a superb survey of the Monte Rosa group southward, flanked by many snow-clad peaks; and northward, we overlook the valley of Saas, with the Bietschhorn in the distance.

By a steep path over the higher snow and rocks, through fields where stones abound, we descend to the greener pastures, past Auf der Rive, and long windings through pleasant slopes, in four hours, to

Macugnaga (5,115 feet), finely situated in a lovely dale, and encircled by the four aspiring summits of Monte Rosa, 15,000 feet in altitude, and the silver crest of the Cima di Jazzi and the Old Weissthor beyond, towering precipitously above the valley.

[The Belvedere, a point about two hours from the Hôtel du Mont Rose, should be visited for a most comprehensive view of this unsurpassed Alpine amphitheatre, with a fine survey of the surrounding scenery and environs of the parish of Macugnaga. The path from the hotel, as above, crosses two bridges to the right, and follows the left bank of the Anza to the rocks, where we proceed by a bridge to an eminence covered with larches, the summit of which is the Belvedere, flanked on either side by the arms of the Macugnaga Glacier.

Excursions may also be made over the Macugnaga Glacier to the **Pedriolo Alp** (6,950 feet), a beautiful walk of three hours. Guide not required.

Ascent of the Pizzo Bianco (10,190 feet) can be made in six hours. A somewhat fatiguing climb. Guide may be engaged for 10 francs.

Leaving Macugnaga, the path leads through the villages of Borca (see cascade, on the right, descending from the Val di Quarazza) and Pestarena, where there are some valuable mines, to Campiolli, beyond which it ascends the rocky ridge of the Morgen, crosses the Anza, leaving the Macugnaga valley, and proceeds to

Ceppo Morelli, where the carriage-road begins. Carriage may now be taken for the journey of twelve miles to Vogogna. In half an hour we arrive at

Vanzone, the chief place in the Val Anzasca, with about 500 inhabitants. Passing the chapel, a mile previously, a grand view of Monte Rosa is obtained. We next reach

Ponte Grande, near which a waterfall descends from the Val Bianca. The most beautiful point of view in the valley of the Anza is at Bannio, on the right bank of the river, on the opposite hill. We now ascend from the side of the Anza, passing the fine waterfall of Calasca, and skirting the slopes of the picturesque and fertile valley, with charming views, descending through two tunnels to Piè de Mulèra, and onward by a level road, through Masone, where it joins the Simplon route to Vogogna. (See page 285.)

## BRIEG TO ARONA.

Dist. in Kils.	Stations.	Fares. Coupé. Intér.		Dist. in Kils.	Stations.	Fares. Coupé. Intér.	
14 33 47 66	Brieg	fr. c. 4 65 10 40 14 70 20 30	fr. c. 3 80 8 60 12 20 16 85	108 125	Vogogna Baveno Stresa Stresa to Arona, by Steamer	fr. c. 23 80 29 70 30 80	fr. c. 18 95 22 50 23 15

This road was constructed by Napoleon I. at the commencement of the present century, costing upwards of £720,000, and was the first main road into Italy over the Alps from Switzerland. It is one of the finest of Alpine routes, presenting a grand variety of mountain scenery. Lofty roads, snowy heights, rocky galleries, roaring torrents, precipitous valleys, wild ravines, and foaming waterfalls, combine to render the Simplon route one of the grandest in Europe. Diligences from Brieg to Stresa twice daily, dividing the journey at Domo d'Ossola, 41 miles from Brieg. Travellers can proceed to Baveno, Stresa, or Arona the following day. (See Appendix.) The road commences the ascent at the Post Office at Brieg, starting-point of the diligences, and continues by numerous windings through the meadows to the First Refuge, past the hamlet of Schlucht. Hence it ascends through the woods, with fine views of the Rhône valley and the mountains beyond, proceeding at the side of the precipitous ravine of the Saltine, past the Second Refuge to the Ganter bridge, and again ascends on the other side of the ravine by a long winding curve to the Third Refuge at

Berisal. Here the diligence horses are changed, and a short time is allowed for refreshment at the Hôtel de la Poste.

Still progressing steadily upwards, the route leads to the Fourth Refuge, whence the summit of the pass may be seen, with the crests of the Rauthorn and the Fletschhorn, and the contiguous glaciers rising above. Again en route we pass through a rock-hewn tunnel to the Fifth Refuge, and traverse that part of the road high up on the mountain side most exposed to danger from avalanche and tourmente in the winter time. Proceeding through a long gallery, over which flows the fall from the Kaltwasser Glacier (seen from the openings at the side), and through two more galleries, we arrive at the Sixth Refuge, commanding a final view of the Rhône valley and the Bernese Alps, and soon after attain the summit of the Simplon Pass, 6,596 feet in altitude, 15} miles from Brieg.

In ten minutes' time the diligence halts for a short time at

The Hospice, a large and commodious building, where travellers are accommodated in the same fashion as on the Great St. Bernard, the establishment being under similar management by Augustine monks.

The Schönhorn, 10,500 feet, rises grandly behind the Hospice; a fatiguing ascent of four hours. A short distance onwards, in less than a mile, we pass the old hospice, now used by shepherds as their mountain home, to the right, below the level of the present road. The route now descends to the Seventh Refuge, and in half an hour crosses the Am Senk bridge, with the Rossboden Glacier to the right, and so onwards to

Simplon, where the diligence halts half an hour for dinner at the Hôtel de la Poste. The village lies at the foot of the lofty Fletschhorn (12,850 feet), in the midst of surrounding pastures.

Leaving Simplon, the road descends, crossing the Löwenbach and the Krummbach, near Algaby, and by the Algaby gallery enters the

Ravine of Gondo, following the course of the Doveria river. This gorge is indeed gorgeous with the wildest and most magnificent sublimity. Overhanging heights above and profound depths below. with the rushing torrent roaring tumultuously onwards, and the huge granite walls on either side rising precipitously in massive grandeur, apparently forbidding further progress, form a most impressive and majestic picture of Alpine scenery unsurpassable in Europe. Beyond the Eighth Refuge the road crosses and recrosses the torrent, over lofty bridges to the Ninth Refuge, and afterwards penetrates

The Gallery of Gondo, a tunnel pierced through a massive intervening rock, 735 feet in length. Emerging from the darkness, we see the gleaming cascade of *Fressinone* pouring downwards, crossed by a bridge, where the rocks on both sides of the gorge rise upwards to the height of 2,000 feet above us. Two miles further on, passing other waterfalls, we reach

Gondo, the last village in Switzerland; five minutes beyond which we pass the Italian boundary, indicated by a granite pillar on the left, to the first Italian village of S. Marco, in the Val di Pedro, and in half an hour arrive at

Iselle, where the Italian *douaniers* are in attendance to examine the baggage of travellers; a pleasant little village, 30 miles from Brieg.

The road now passes by the entrance of the Val Cherasca, through luxuriant districts, where vines, fig-trees, maize, and mulberries flourish. Through a picturesque defile we traverse the Gallery of Crevola to the village of

Crevola, crossing a lofty bridge over the Doveria, which now soon unites with the stream of the Tosa, flowing onwards through the broad expanse of the Val d'Ossola. In less than an hour we reach the pleasant town of

Domo d'Ossola, on the banks of the Tosa, where there is convenient hotel accommodation at the *Hôtel d'Espagne* (Gaze's coupons accepted) and the *Hôtel de la Poste*. Diligence hence to Pallanza in four hours, running twice daily.

Leaving Domo d'Ossola, and passing Pallanzeno, the road follows the river; then taking a south-easterly direction through the fields, with view of Monte Rosa on the right, it passes through Masone to

Vogogna (see page 283), a little town with a ruined château, with rocky precipice behind. Through three minor villages we cross the Tosa by a handsome bridge to

Ornavasso, near to which are the marble quarries from which Milan Cathedral was built; and so onwards, through Gravellona and other villages lying amidst vineyards, olive-gardens, and corn-fields, until the shores of the

Lago Maggiore are reached, with a distant view of the Isola Madre. The road now follows the lake-side to

Baveno, beautifully situated. Queen Victoria resided here for three weeks at the Villa Clara in the spring of 1879. The steamers on the lake can be taken north or south at this point. If convenient, this course is recommended, as affording a delightful and inexpensive change of travel. (Hotels—Beau Rivage: Caygill's and Gaze's coupons available. Bellevue: Cook's coupons accepted.) The route is continued by the shores of the lake, 3 miles, to

Stresa (Hotel—Des Iles Borromées: Gaze's and Caygill's coupons taken), the terminal point of the diligence service; whence the traveller may proceed by road or lake steamer, passing the villages of Belgirate, Lesa, and Meina, 10 miles to Arona. Railway to Milan, Novara, and Turin,

### BELLINZONA TO LOCARNO AND NOVARA.

/ Par	mai7	651	miles.	١
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Dist. in Kils,	Stations.	1st Cl.	Fares. 2nd Cl.	Srd Cl.	Dist. in Kils.	Stations.	1st Cl.	Fares. and Cl.	Srd C1.
	D.114	fr. c.	fr. c.	fr. c	55	Laveno*	fr. c. 8 20	fr. c. 4 40	fr. c. 2 95
	Bellinzona	0 45	0 30	0 20	59	Mouvalle	6 30	4 50	3 15
4							7 10	5 00	8 55
9	Cadenazzo	0 95	0 65	0 50		Ispra			
22	Locarno	2 40	1 80	-	70	Taino-Angera .	7 60	5 40	3 80
17	Magadino	1 80	1 25	0 95	76	SestoCalende*	10 80	6 20	4 15
20	S. Nazzaro	2 10	1 50	1 20	78	Castelletto	8 50	6 00	4 25
23	Ranzo-Gera	2 30	1 70	1 30	82	P. Varallo	8 90	6 30	4 45
27	Pino	2 80	2 00	1 50	85	Pombia	9 40	6 60	4 60
- 34	Maccagno	3 70	2 65	1 80	91	Oleggio	10 10	7 10	4 95
40	Luino*	5 85	3 15	2 15	95	Bellingago	10 50	7 40	5 15
47	P. Valtravaglia.	5 00	3 60	2 65	108	Novara *	14 90	9 10	6 0

<sup>\*</sup> Express fares, 1st and 2nd class, are quoted for these stations.

Leaving Bellinzona the rail traverses a tunnel 285 mètres in length, beneath the Castello di Mezzo, and proceeds by a gallery passing under the Dragonetto torrent, 30 mètres in length, southwards six miles to

Giubiasco, at which point the line divides. The western section diverges to the right, leaving the main route, and follows the valley of the Ticino along its direct course to the Lago Maggiore, to the station of

Cadenazzo, where is another junction. A short line runs hence via Gordola, crossing the delta to the right bank of the river, for

Locarno, at the northern extremity of the lake, a distance of 18 kilomètres. Note *en passant* the torrent of *Verzasco*, beyond Gordola station, issuing from a deep ravine on the right. (Fares—

Bellinzona to Locarno, 1st class, 2 francs 40 centimes; 2nd class, 1 franc 80 centimes.)

[Locarno (population, 2,560), a pleasant little town of Italian manners and appearance, though under Swiss jurisdiction, beautifully situated by the mouth of the Maggia, at the northern end of the Lago Maggiore, with many lofty campanili and hill-side chapels, and abounding in luxuriant vines, oranges and lemons, and other fruits of "fair and sunny Italy." From the Church of the Madonna del Sasso, standing on a green eminence 500 feet above the town, a very charming view of the surroundings and the lake may be obtained. The church contains a painting by Cerisi-the Descent from the Cross. Should the visitor happen to be at Locarno on a market-day (held on fortnightly Thursdays), the costumes of the peasants and the liveliness of business lend an additional and cheerful interest to the picturesque beauty of the locality.

Hotels-Grand Hôtel Locarno: Cook's and Caygill's coupons accepted. De la Couronne: Gaze's coupons accepted. Suisse: moderate terms.

English Chapel.—Grand Hôtel Locarno.

Leaving Cadenazzo, the route turns to the left and attains the side of the Lago Maggiore at

Magadino, situated at the north-east angle of the lake. (Hotel-Bellevue: Gaze's and Caygill's coupons available.) It is also a boat station, steamers calling once daily, up and down. From this point the railway skirts the eastern shore of the Lago Maggiore for its entire length, 36 miles, to Sesto Calende, where it unites with the Piedmontese lines

The St. Gotthard Railway terminates at Pino (crossing the frontier at Dirinella), whence the line of route is continued on the Italian side, under the auspices of the Alta Italia Company. This portion of the road, south of Luino, was opened for through traffic, November 18th, 1882, and the complete connection established.

Passing along the shore, beneath the heights of Monte Gambarogno, by the stations of S. Nazzaro and Ranzo-Gera, we arrive at

Pino, the Swiss terminus. A pleasant ascending walk, occupying about one hour, will bring the tourist to the miniature mountain lake of Delio, lying between the heights of Monte di Pino and Monte Borgna. A comprehensive view may be here obtained.

The railway is hence continued, skirting the lake to Maccagno (boat station), and so onwards, four miles, to

Luino. (Hotels—Du Simplon: Cook's and Gaze's coupons accepted. Victoria: Caygill's coupons available. Posta.) Boat station, and starting-point eastward for Ponte Tresa and Lugano. (See page 296.) Following the lake side, we next reach (5 miles) the station of Porto Valtravaglia. Boat station, but not touched by all steamers; passing which, about a mile southward, we may note the ancient tower of the Castello di Calde, standing on a hill near the lake. Another run of five miles brings us to the important village of

Laveno (Hotels—Moro, Stella, and Posta), well situated on the Boesio river. Boat station. Eastward rise the commanding heights of Il Sasso del Ferro (5,920 feet), the ascent of which will be rewarded by a grand survey of the lake and the surrounding district. Monte Rosa is here visible. (See page 291.) The line from Laveno follows a southward course,  $2\frac{1}{2}$  miles to Mouvalle,  $3\frac{1}{2}$  to Ispra, and 3 miles onwards to the station for Angera and Taino, the former being a boat station, at which steamers call once daily, up and down. From this point the journey is continued 4 miles to

Sesto Calende, at the southern extremity of the lake (Hotel—Posta), where the line unites with the rail from Arona. The construction of this section of the iron road from Luino southwards has been difficult and tedious. Eighteen tunnels are traversed en route, one-fifth of the journey being subterranean.

From Sesto Calende the rail leaves the lake, and is continued southward, passing the smaller stations of Castelletto, Porto Varallo, and Pombia. It joins with the line from Arona at Oleggio, and proceeding through Bellinzago, arrives in less than an hour at

Novara, the junction on the main line for Turin or Milan (Hotels—D'Italie, De la Ville, and Roma), a town of some importance. Population, 15,000; with a fine cathedral and baptistery, medieval Church of S. Gaudenzio, and lofty tower, with Alpine prospect and handsome promenades and monuments. During the early struggles for the national independence of Italy, Carlo Alberto was here defeated in battle with the Austrians, 1849.

Sesto Calende to Milan. (See page 296.)

#### BELLINZONA TO COMO.

(By Rail, 361 miles.)

Dist. in Kils.	Stations.	1st Cl.	Fares, 2nd Cl.	3rdCl.	Dist. in Kils	Stations,	Fares. 1st Cl. 2nd Cl 3rd		3rd Cl
3 15 24 30 37	Bellinzona Giubiasco Rivera-Bironico. Taverne Lugano Melide	fr. c. 0 40 2 40 4 05 4 70 5 40	fr. c. 0 30 1 70 2 85 3 30 3 80	fr. c. 0 25 1 20 2 05 2 35 2 70	40 44 48 53 56 60	Maroggia Capolago Mendrisio Balerna Chiasso Como	fr. c. 5 85 6 15 6 15 6 15 6 15 6 70	fr c. 4 10 4 30 4 30 4 30 4 30 4 70	fr c. 2 90 3 10 3 10 3 10 3 10 3 30

Leaving Bellinzona, the rail traverses a tunnel 285 mètres in length, beneath the Castello di Mezzo, and proceeds by a gallery, passing under the Dragonetto torrent, 30 mètres in length, southwards, 6 miles to

Giubiasco, at which point the western section of the line diverges for Locarno, Luino, and Sesto Calende. (See page 286.) The main line is hence continued, crossing the valley of the Ticino, and turning westward along the mountain-side, where it passes the hamlets of Camorino, S. Antonio, and Robasacco, gradually ascending to the northern entrance of the Monte Cenere tunnel, 1,650 mètres in length, and 1,470 feet above the level of the sea. On the other side we emerge into the beautiful valley of Agno, at the foot of the Cima di Medeglia, and arrive at the station of

Rivera-Bironico, charmingly situated. Interesting pedestrian excursions may hence be made to Medeglia, the Val Isone, etc. There are many picturesque mountain-villages in the vicinity, and the inhabitants of the valley are reputed for some talent in the fine arts. The railway next arrives at

Taverne, whose surroundings are of Italian aspect; beyond which the train ascends past the hamlets of Lamone, Cadempino, and Vezia, and attains the tunnel of Massagno (920 mètres). Emerging from its southern entrance, we obtain a splendid prospect of the Lake of Lugano, with the heights of Monte San Salvatore and Monte Brè, to the right and left of the lake respectively. The station of

Lugano, at which we now arrive, is situated above the town, which lies below, on the northern border of its lovely lake, with the tower of the *Church of San Lorenzo* prominently seen from this point of view. Hotels—Du Parc, Cook's coupons accepted; Washington,

Gaze's coupons available; Beau Séjour, Caygill's coupons taken; Suisse, Lugano, Bellevue. Omnibuses in attendance at the station. (See page 297.)

Leaving Lugano, the rail, passing the suburban villas of Paradiso, skirts the shore of the lake, descending by a rapid curve, penetrates a short tunnel at the base of Monte S. Salvatore, and onwards to San Martino, whence an extended and charming view is obtained. We now come to the station of

Melide, situated on a promontory on the western bank, whence the line is carried across the lake by a stone viaduct, 3,500 feet in length and 26 feet wide, to Bissone on the left bank. Passing the minor station of Maroggia, we reach Capolago, at the extremity of the southern arm of the lake, opposite the picturesque village and church of Riva San Vitale. The railway is now continued through pleasant pasture-lands and vineyards to the village of

Mendrisio, at the entrance of a rocky ravine, below the heights of Monte Generoso. Population, 2,800. The town is distant about

half a mile from the station. (See page 302.)

Soon after leaving Mendrisio, the line passes through a short tunnel to Balerna, where a fine prospect is presented. The villages of Balerna, San Pietro Castello, and Morbio, at the mouth of the Muggio valley, scattered on the mountain slopes among the neighbouring hamlets, pleasantly repose along the cheerful valley, and seem to increase the beauty of their grand surroundings, as we hasten onwards to

Chiasso, the terminus of the St. Gotthard Railway, and the frontier station of Italy. Here an interval is allowed for the formalities of the douane. Leaving Chiasso, the railway (now Italian) enters the Olimpino tunnel (1,919 mètres); emerging from which we come upon the glorious prospect of the town and Lake of Como. (See p. 301.)

Como to Milan. (See page 302.)

## LAGO MAGGIORE.

This lake is nearly 40 miles in length, and of an average width of  $4\frac{1}{2}$  miles. The greater part of this lake is in Italian territory, the frontier line which divides Italy from Switzerland occurring on the west bank at the Valmara stream, and crossing eastwards by Zenna, about 9 miles from Locarno. This upper part is called the Lake of

Locarno, and is claimed by the Canton Ticino. The northern shores of the lake are guarded by lofty heights, but southward and eastward the scenery is less mountainous, and westward more varied and beautiful.

Steamboats run thrice daily during the season the entire length of the lake, from Locarno to Arona, in five hours. The principal stations downward are as follows: - Magadino (north-east); Locarno, Brissago, and Canobbio (west bank); Luino, Porto Valtravaglia, and Laveno (east bank); Intra, Pallanza, Baveno, Isola Bella, Stresa, Belgirate, Lesa, Meina, and Arona (west bank).

Leaving Locarno, and passing the many country houses, villas, and bell towers on the western shore, the ruined château of Ascona (small boat station), and Ronco, the steamer arrives at the picturesque village

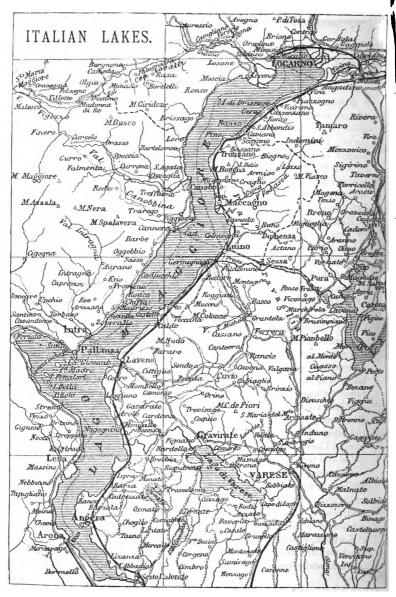
Brissago, near Monte Limidario (6,550 feet), with its bright houses. cypress avenue, and conspicuous church, nestling beneath luxuriant slopes clothed with myrtles, figs, pomegranates, and olives. The boat now passes into Italian waters, and arrives next at

Canobbio, one of the most important villages on the lake, situated at the mouth of the Val Canobbino, beneath the shelter of contiguous heights. The Church of Della Pietà possesses a fine altar-piece by Gaudenzio Ferrari, and handsome dome. Hotel-Canobbio, on the The steamer next crosses eastward, touching at Maccagno. and onwards to the summer-time resort of

Luino, finely situated on the eastern bank of the lake. Diligence station for Ponte Tresa and Lugano. (See page 288.) The Piazza Garibaldi is a favourite promenade, adorned by a central statue of the hero of Caprera. The great silk-spinning factories of Messrs. Bozotti and Co. are at Germignagna, about ten minutes' walk to the south. They may be visited by holders of written permits from the proprietors. Hotels—De la Poste, Victoria, and Simplon: at the lastnamed Cook's and Gaze's coupons are accepted.

On the western bank, nearly opposite Luino, rise the two castles of Cannero, once the haunt of the brigands Mazzarda Brothers. The village is finely situated, surrounded by luxuriant olive-groves and vineyards, which clothe the mountain slopes. Passing Oggebbio and Ghiffa (west), and Porto Valtravaglia (east), the steamer next arrives at

Laveno, situated on a bay at the mouth of the Boesio river, near the beautiful wooded mountain, Sasso di Ferro (5,918 feet), commanding a superb view. The steamer now crosses the lake to the town of





Intra, on the western shore, situated between the two mountainstreams, the S. Giovanni and the S. Bernardino. Hotels-Intra and Agnello.

Passing southward, we see, on the promontory of San Remigio, a beautiful villa belonging to Mrs. Brown, who will permit visitors to enjoy the prospect from the balcony. The church near at hand replaces a temple dedicated to Venus by the old Romans. arrive at

Pallanza (3,200 inhabitants), opposite the Borromean Islands, on the north-western bay of the lake. Fine gardens, beautiful promenades, and boat excursions render Pallanza a very attractive restingplace. At the Grand Hôtel Pallanza, Gaze's and Cook's coupons are accepted. There are also the Hôtels Garoni (Caygill's coupons accepted), Posta, Italia, and S. Gottardo. On the south-east bank of the bay the steamers call at

Baveno, a convenient station for arrival or departure by the Simplon route (see page 285), and a pleasant halting-place by the way. Population, 1,900. Hotels: Beau Rivage-Gaze's and Caygill's coupons accepted; Bellevue-Cook's coupons accepted. Both these hotels are well situated, with gardens, near the lake.

Baveno is a convenient point from which to visit

The Borromean Islands. These consist of the beautiful Isola Bella and the Isola Madre, the Isola dei Pescatori, and the Isola S. Giovanni.

The Isola Bella (at which the steamers touch) lies to the south, with its château rising above surrounding terraces and gardens, where bloom oleanders, magnolias, cedars, and southern fruits in profuse luxuriance. (Visitors admitted to the château and gardens-fee to servants.) There are the convenient Hôtels du Dauphin and De Belle He near at hand. Boats may be engaged for making the tour of the islands, at a moderate rate. The Isola Madre is also a pleasant visiting-place. Like the Isola Bella, it is laid out in terraces, gardens, and pleasure-grounds, with an old palazzo, somewhat the worse for wear. commanding a charming prospect. No admission to the grounds of either island before nine in the morning. The Isola dei Pescatori. between the islands before mentioned, is occupied by fishermen; and the small Isola S. Giovanni lies eastward, midway between Baveno and Pallanza, with its picturesque church, house, and gardens.]

Stresa, on the west bank of the lake, is a favourite resort opposite the Isola Bella, southward on the Simplon road. See, near the church, with its fine cypress trees, the Villa Bolongaro, belonging to the Duchess of Genoa. The Monte Motterone (4,890 feet), the Rigi of North Italy, may be hence ascended, through pleasant chestnut woods, passing the village of Someraro, and over the intervening pastures to the summit. From this point, Seven Lakes, the plains of Lombardy and Piedmont, Milan Cathedral, and a vast amphitheatre of mountain peaks of the Monte Rosa, Simplon, St. Gotthard, and Bernina districts combine to form a magnificent panorama. The Rosminian Monastery, now an educational establishment, is built halfway up on the mountain side. At the Grand Hôtel des Iles Borromées, Gaze's and Caygill's coupons are accepted. There are also the Hôtels de Milan, Italia, and Reale Bolongaro.

The steamer proceeds southwards to

Belgirate (population, 700), with numerous villas on the western shore. At the *Grand Hôtel Belgirate*, Gaze's coupons are accepted.

The steamer now touches at Lesa, Meina, and Angera—once daily at the last named—and affords a full view of the great bronze Statue of San Carlo, standing, in copper robes, on a conspicuous eminence 70 feet high, surmounting a pedestal 42 feet high, erected at the end of the seventeenth century, in memory of Cardinal Count Carlo Borromeo, Archbishop of Milan. Some idea of its colossal dimensions may be realized from the fact that the interior of the head of the statue will contain three ordinary sized mortals of adult age. The exterior metal of the cardinal is affixed to massive stonework in the inside by bands of iron. The steamer finally arrives at

Arona, the terminus of the Alta-Italia branch railway to Novara and Milan, and the terminal station of the diligence route by the Simplon (see page 286), a small town of 3,600 inhabitants, built on the slopes on the western shore. There is not much to see here. The Church of S. Maria contains the chapel of the Borromeo family, with paintings by Vinci or Ferrari. The landing-place of the steamers is in close proximity to the railway station. At the Hôtel d'Italie et Poste (diligence office) Cook's, Gaze's, and Caygill's coupons are accepted. There are also, on the quay, the Hôtels Royale (Gaze's coupons taken) and S. Gottardo.

#### THE LAKE OF ORTA.

Before leaving the southern neighbourhood of the Lago Maggiore, a visit should be made to the beautiful Lake of Orta and its picturesque surroundings. It is about 8 miles long and 1½ wide, and lies

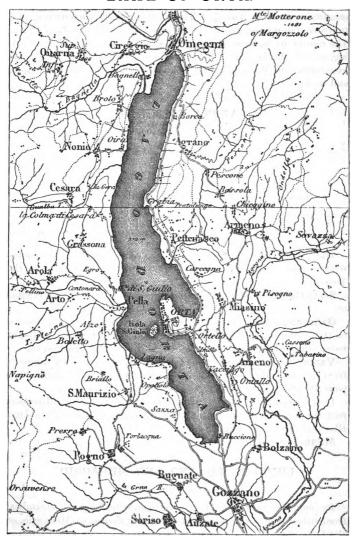
on the south-western side of Monte Motterone, which stands between it and the Maggiore.

The journey may be made from Feriolo, at the extremity of the western arm of the Lago Maggiore, three miles on the Simplon Road to Gravellona (see page 285); and thence four miles southward to Omegna, at the northern end of the Lake of Orta, whence the steamers ply down the lake three times daily. Or, from Arona, across country to Gozzano and Buccione, at the southern end of the lake. But it will be found most enjoyable to excursionize from Stresa, or Baveno, and include the ascent of the Motterone (guide necessary) in the route to Omegna or Orta. The journey may also be taken from Stresa by mule, five miles inland to Gignese, and onwards to Coiro, thence descending by Armeno to Orta.

Orta (Hotels—S. Giulio, Gaze's coupons taken, and Lion d'Or) is a little town, prettily situated on an eastern promontory, and its small streets are furnished with marble pavements. The Island of S. Giulio stands in the lake, facing the town, with an old church, whose original foundation dates from the fourth century. Frescoes, pulpit, mosaics, and painting in sacristy worth attention. Easily reached by boat from Orta. Overlooking the town is the beautiful Park of the Sacro Monte; admission, one franc. On the highest part is a tower, commanding a comprehensive view, with Monte Rosa in the distance. Twenty oratories or chapels are here erected, containing terra-cotta and frescoed memorials of the worthy St. Francis of The figures are life-size and effective. The group representing his canonization, in the twentieth chapel, is the best, and will be shown, with two others, by the attendant monk, who charges a franc for the same. The hamlet of Pella lies among the vines and chestnut trees nearly opposite Orta, a little northward, on the other side of the lake; from which a pleasant ascent may be made to Boletto, with its picturesque Church of the Madonna, situated at the height of 2,245 feet. A fine view is here obtained. An excursion can be made from

Pella to Varallo, in about four hours. Mule or pedestrian; guides not required. The picturesque route, with fine views of the lake, leads by the Col di Colma (from which the peaks of Monte Rosa may be descried), and through bowery groves and flowery paths to Varallo, the capital of the pleasant Val Sesia, a town of more than 3,000 inhabitants. Above the town rises the Sucro Monte, on the summit of which stands a pilgrimage church, about twenty

### LAKE OF ORTA.



minutes' walk from Varallo. There are forty-six surrounding oratories, containing terra-cotta groups representing the history of Christ. The figures are as large as life, if not quite so natural. Worth visiting, malgré the beggars. Varallo is a centre for many routes and excursions,—to Macugnaga, to Alagna, to Ponte Grande, to Novara, and to Arona.

#### ARONA TO MILAN.

(By Rail, 42 miles.)

Dist. in Kils.	Stations.	1st Cl.	Fares. 2nd Cl. :	3rd Cl.	Dist. in Kils.	Stations.	1st Cl.	Fares. 1st Cl. 2nd Cl. 3r	
		fr. c.	fr. c.	fr. c.			fr. c.	fr. c.	fr. c.
1	Arona	ļ	ļ		89	Legnano	-	! —	!
9	Sesto Calende	-	_		44	Parabiago		_	
15	Vergiate	l —	l —	-	53	Rho		l —	- 1
19	Somma	_	l — I	_	61	Musocco	-	i —	
26	Gallarate	3 30	2 30	1 50	67	Milan	8 40	5 90	3 80
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The journey occupies about  $2\frac{1}{2}$  hours. The rail skirts the south-western end of the lake, round the southern extremity, crossing the Ticino to

Sesto Calende, thence proceeding by stations Vergiate and Somma to

Gallarate, a town of some importance (population, 5,200), situated on the border of the Plain of Lombardy, amidst luxuriant mulberry trees, vineyards, and maize-fields. It is the railway junction for

Varese, near the small lake of Varese, also reached by diligence from Laveno and Como. Hotels — Varese: Cook's and Caygill's coupons accepted. De l'Europe: Gaze's coupons accepted.

Leaving Gallarate, the train continues in a south-easterly direction, past the intervening stations of Busto-Arsizio, Legnano, Parabiago, Rho, and Musocco, to the city of

Milan. (See p. 303.)

## LUINO TO LUGANO AND MENAGGIO.

(By road and lake, 7 hours.)

By omnibus to Ponte Tresa or diligence to Lugano; steamboat from either point to Porlezza; and omnibus thence to Menaggio, on the Lake of Como. The road from Luino (see page 288) leads through charming scenery, attaining some elevation, from which is obtained a good view of the Lago Maggiore. At Fornace,  $2\frac{1}{2}$  miles from Luino, we pass the frontier, and descend by the north side of the Tresa, in view (eastward) of the Monte S. Salvatore (2,980 feet), rising above the town of Lugano. In about an hour we arrive at

Ponte Tresa, on the western bay of the Lugano Lake, where steamboat may be taken to Lugano ( $1\frac{3}{4}$  hour), rounding the mountain, or the diligence journey may be continued overland to Magliaso, and onwards by the lake side to Agno. Passing the miniature Lake of Muzzano on the left, the road ascends the hill, on the eastern side of which is

Lugano (population, 6,000), beautifully situated on the lake, surrounded by charming mountain scenery. In the vicinity are villas and villages on the lake side, the nearer slopes being clothed with vineyards, chestnut and walnut trees. Above the town rises the verdant summit of Monte S. Salvatore, and northward may be seen the twin peaks of Monte Camoghè. The town is thoroughly Italian in its general aspect. Costumes in picturesque variety may be seen to best advantage on market day (Tuesday). The quay boasts a hand-some statue of Tell of modern execution (by Vela) and erection. The Church of S. Lorenzo, dating from the fifteenth century, with ornate marble façade, is built on a conspicuous eminence, the terrace commanding a beautiful view. On the northern bay of the lake is the

Park Ciani. Admission, 1 franc. It contains a marble monument by Vela.

Hotels — Du Parc: Cook's coupons accepted. Washington: Gaze's coupons accepted. Beau Stjour: Caygill's coupons taken. The first of these is in the old monastery of S. Maria degli Angioli. There are also Hôtels Suisse, Lugano, Bellevue, Brocca, and Couronne.

Railway Station (rail, via Chiasso to Como and Milan—see page 289), west of the town, half a mile; short cut for pedestrians.

The Lake of Lugano,  $14\frac{1}{2}$  miles in length, and about  $1\frac{1}{2}$  mile wide, is very charming and beautiful in varied and picturesque scenery. The steamer leaving Lugano on the eastward journey passes the contiguous banks, planted with olives, figs, vines, and walnuts, and abounding in scattered chapels and villas, to Castagnola, opposite to Monte Caprino, on the south shore. We next arrive at Gandria, with terraced vineyards and gardens, at the foot of Monte

Brè. The villages of Bellarma, Oria, Albogasio, S. Mametto, Cresogno, and Cima are on the northern side of the lake. The steamer calls at Osteno, on the south side, where the Grotto of Osteno may be visited. The grotto is a small gorge near the village, entered by a boat, the ravine being hollowed by the action of the water, with a waterfall at its extremity. It is not unlike the Gorge of Pfäffers. The steamer finally arrives at

Porlezza, at the north-eastern end of the lake, where the Italian custom-house officers are in waiting; also the omnibus ready to convey passengers by road (8 miles) to Menaggio, the journey occupying about two hours. The road is a good one, with fine views, especially near Croce, where a grand survey of the Lake of Como is obtained.

## LAKE OF COMO. 1864

This lake is generally esteemed to be the most beautiful in North Italy, and has been the theme of poets from the time of Virgil to the days of Sir Bulwer Lytton. It is 30 miles in length from north to south (Como), and 21 miles wide between Menaggio and Varenna. About half-way southward, the lake is divided into two arms, the Lake of Como being continued to the south-west, the south-eastern arm being known as the Lake of Lecco. Milanese villas, handsome gardens, terraced vineyards, luxuriant olive groves, "fruits of gold and whispering myrtles," graceful foliage and lofty mountains, give their varied charm to the margin of the lake, whose brilliant waters, "glassing softest skies," mirror back the encircling loveliness, and enhance the enchantment of the scene.

Taking the tour of the lake from the north, the traveller arriving by diligence over the Splügen or the Maloja route will embark at

Colico, at the north-eastern end of the lake. Should it be desirable to break the journey at this point, the Hôtels Angelo, Risi, and Isola Bella are at the choice of the tourist. The steamboats ply three times daily between Colico and Como, the journey occupying four hours; and twice between Colico and Lecco, in about the same time.

Stations from Colico in the order of the calling of the steamers-Domāso, Gravedona, Dongo, Musso, Cremia (west bank), Dervio (east), Rezzonico (west), Bellano, Gittana, Varenna (east), Menaggio (west), Bellagio (central), Cadenabbia, Tremezzo, Lenno (west), Lezzeno (east), Sala, Argegno (west), Nesso (east), Torrigia (west), Pognana (east), Carate (west), Torno (east), Moltrasio, and Cernobbio (west), to Como at the southern end of the lake.

Leaving Colico, the steamer crosses to the opposite shore, touching at Domāso, where are several handsome villas; and at Gravedōna, with its imposing *Palazzo del Pero*, built by Cardinal Tolomeo Gallio. Dongo, on the same bank, with its Dominican monastery, comes next in order, and, at a short distance, Musso. See, on the rocky height above the village, three ruined castles, where, in mediæval times, the noble knight of Musso resided, governing the entire district of the lake.

Dervio, on the eastern shore, situated at the mouth of the river Varrone, lies at the base of the precipitous Monte Legnono (8,565 feet), rising abruptly from the water's edge. The boat next crosses to Rezzonico, with its ruined fortress (thirteenth century) on the hill. We now arrive eastward at

Bellano, an industrial village, with important ironworks, at the base of the Monte Grigna (7,255 feet), and the entrance of the Val Sassina, by which there is a road to Lecco. A short distance from Bellano is the fine waterfall of the *Pioverna*, which is worth visiting. On the same shore is Gittana, with the finely situated hydropathic establishment of *Regoledo*. Next, we arrive at

Varenna, with its charming gardens, situated on a promontory at the entrance of the Val Esino. See ruins of Torre di Vezio on an eminence above the town; marble quarries in the neighbourhood. At the *Hôtel Royal*, Gaze's and Cook's coupons are accepted. The cascade of the *Fiume Latte*, whose white waters come down, in several falls, from a height of 1,000 feet, will be found half a mile southward. The steamboat now crosses the widest part of the lake to

Menaggio, the terminal point of the carriage-road from Porlezza (see page 298), with its interesting silk manufactory, which may be visited. A short distance southward stands the handsome Villa Mylius. At the Grand Hôtel Victoria (with private pier), Cook's and Gaze's coupons are accepted. There is also the Hôtel Corona, for the accommodation of visitors. About a mile northward from Menaggio stands the Villa Vigoni, commanding a grand view, and containing several marble sculptures of modern Italian artists. We next arrive (southward) at the central point of

Bellagio, on the promontory dividing the two southern arms of the lake. Population, 3,000. It is recommended as a most charming resting-place, commanding beautiful views, especially from the Villa Serbelloni (hotel and pension), on an eminence above the town. At a

short distance to the south is the Villa Melzi, with beautiful garden, belonging to the Duke di Melzi, containing sculptures, paintings, and frescoes by Canova, Michael Angelo, and other celebrities. Admission by ticket, 1 franc, and douceur of ½ franc to the gardener. The ascent of the Monte S. Primo (5,585 feet) can be made from Bellagio in about four hours by those who have the necessary time and inclination. They will be rewarded by a superb and comprehensive view from the summit. The Villa Belmonte (English proprietor), the Villa Giulia, and the Villa Poldi in the neighbourhood may also be visited. Hotels—Grande Bretagne: Cook's coupons accepted. Grand Hôtel Bellagio: Caygill's and Gaze's coupons accepted. The Genazzini and the above named are finely situated on the lake. There are also the Hôtels de Florence and Suisse—good and moderate.

Leaving Bellagio, the steamer again crosses westward to

Cadenabbia, the principal attraction of which is the palatial Villa Carlotta, belonging to Duke George of Sachsen-Meiningen. Ring the bell at the garden entrance, and fee the attendant for admission. The marble and garden saloons and the billiard-room contain valuable sculptures by Thorwaldsen and others, and modern paintings. The garden is luxuriantly planted with palms and magnolias, and extends southward to Tremezzo. Near Cadenabbia rises the rocky height of Il Sasso S. Martino, with the picturesque Church of Madonna di S. Martino, standing half-way up on the mountain side, near a fine spring of cool water, commanding a superb prospect, and inviting the tourist to the ascent, which will occupy about one hour and a half. Hotels—Grand Hôtel Bellevue: Gaze's coupons accepted. Grand Hôtel Britannia, homely and comfortable: Caygill's and Gaze's coupons accepted. The Hôtel Belle Re and Pension Cadenabbia may be recommended.

Tremezzo lies southward of Cadenabbia, and may be considered a continuous suburb of the same. It is situated in the midst of the most luxuriant district of the Tremezzina, "the Garden of Lombardy." The Villa Carlotta stands northward on the lake. To the south, in a bay, lies Lenno, after which we pass the conspicuous promontory of Lavedo, where stands the Villa Balbianello, with its handsome colonnade, belonging to Count Arcomati. The steamer now crosses eastward to Lezzeno, returning to Sala, on the western bank. Note, en passant, the little island and Church of S. Giovanni, fortified in bygone times, and not unheard of in history. We proceed southward to

Argegno, a village situated at the entrance of the Intelvi valley, and afterwards cross (eastward) to

Nesso, lying at the base of the Piano del Tivano (3,800 feet), near to which is a fine waterfall, in a gorge of some importance. On the western shore the steamer calls at Torrigia, with the brightly-painted *Villa Galbiati*. The width of the lake is here contracted to about half a mile. Crossing to Pognana, on the eastern shore, the boat returns west to

Carate, with Monte Bisbino (4,390 feet) rising in the distance, and proceeds southwards in sight of the Villa Pliniana, at the angle of the bay, to Torno, on the east bank. Crossing to Moltrasio, with its noble cascade, the steamer proceeds to the village of

Cernobbio, a place of some importance, with several villas. At the Hôtel de la Reine d'Angleterre (Villa d'Este), Cook's coupons are accepted. On both sides of the lake south of Torno villas abound. See, on the west, the Villa Cima, with handsome park, and the Villa Raimondi, the largest on the lake near Como; on the east, the Villa Taverna, Villa Pasta, and Villa Taglioni (now the property of the Russian prince Trubetzkoi, the son-in-law of the celebrated danseuse, to whom the villa formerly belonged), as well as numerous others near Blevio and Como. On arrival at Como, an omnibus is in attendance to convey passengers to the railway station. (See page 302.) Fare, 30 centimes.

#### BAY OF LECCO.

Steamers ply twice daily from Como to Lecco, and from Colico to Lecco, by Bellagio, from which point they proceed on the south-east arm of the lake to Lierna (east), Vassena and Onno (west), Mandello and Abbadia (east), and onwards through the narrowing waters of the lake to Lecco, where the river Adda, flowing under the tenarched bridge of the Ponte Grande, hastens on its way to the Lago di Garlate, and beyond, to the smaller Lago di Olginate.

Lecco is an industrial town of 5,200 inhabitants, chiefly interested in cotton-mills and iron-works. Hotels—Italia, Corona, and Croce di Malta.

Railway from Lecco to Milan,  $31\frac{1}{2}$  miles; Lecco to Bergamo,  $20\frac{1}{2}$  miles (for Verona and Venice).

#### LUGANO TO MILAN.

(By Rail, 47 miles.)

Dist. in Kils.	Stations.	1st Cl.	Fares. 2nd Cl.	3rd Cl.	Dist. in Kils.	Stations.	lst Cl.	Fares. 1st Cl. 2nd Cl. 3rd (	
		fr. c.	fr. c.	fr. c.			fr. c.	fr. c.	fr. c.
	Lugano	1	1			Seregno	_		_
30	Como	3 20	2 30	1 60	_	Desio	_	l —	_
_	Albate Cam	l — '	l —	_	_	Lissone-Mug	_	l —	
_	Cucciago		<b> </b>		64	Monza	7 70	5 50	3 90
_	Cantù-Asnag	_	l —		70	Sesto	_	l —	
_ '	Carimate	l —	l —	- 1	77	Milan	9 25	6 60	4 50
49	Camnago	6 00	4 30	8 00				ı	1

Leaving Lugano, the rail crosses the Tassino valley by a lofty viaduct, skirts the town, and passes through two tunnels towards the Lake of Lugano; and beyond Melide, crosses the lake by a long viaduct to Bissone, on the eastern shore. Southwards, skirting the water's edge, through two tunnels, and passing stations of Maroggia and Capolago, the train leaves the lake, and soon arrives at

Mendrisio, a small town of 2,750 inhabitants, lying half a mile from the station. At the *Hôtel Mendrisio* Gaze's coupons are accepted.

The ascent of **Monte Generoso** (5,560 feet) is generally made from this point. It may be accomplished in about four and a half hours, with rest and refreshment by the way at the *Hôtel Generoso*, on the mountain side. Comprehensive view from summit. Guide not required. (See page 290.)

Leaving Mendrisio, the line proceeds by Balerna to Chiasso (Italian frontier, where passengers change trains); beyond which we ride through a long tunnel beneath the Monte Olimpino, and passing Borgo Vico, arrive at the station of

Como, an important town, of 24,200 inhabitants, situated at the southern extremity of the Lake of Como, and encircled by mountain heights. Pliny the elder and Pliny the younger, Volta, the natural philosopher, and Pazzi, the astronomer, were born here. The Statue of Volta, by Marchesi, stands on an elevated pedestal at the west end of the town. There are extensive silk manufactories at Como.

The Cathedral is built of marble, with a very handsome façade. Its erection was commenced in 1396 as a Gothic building, but completed in 1521 in the Renaissance style. Fine paintings in the interior by Ferrari and Luino.

The Town Hall (Broletto), adjacent to the cathedral, was built in the earlier part of the thirteenth century with various coloured stones, black and white alternately. The *Theatre* is also near the cathedral, on the other side. The suburban *Churches of S. Abbondio* (eleventh century), and *Del Crocefisso*, gleaming with marble and gold, and containing a miraculous crucifix (seventeenth century), may be visited. The *Porta del Torre*, a massive ruin, five stories in height, is passed on the road to Camerlata.

Hotels.—Volta (Gaze's and Caygill's coupons accepted), Italia, and Cappello.

There are charming walks in the neighbourhood of Como, specially on the eastern side of the lake, along the mountain slopes, passing the picturesque villages and numerous villas in the vicinity. A pedestrian expedition as far as Torno or Riva di Palanzo, opposite Carate, will be found enjoyable. The return journey may be made by steamboat.

Diligences run twice daily from Como to Varese. (See page 296.) Leaving Como, we pass Camerlata, with the lofty Castello Baradello, built on a neighbouring height, and the stations Cucciago, Camnago, Seregno, and Desio, to

Monza (population, 26,000), where a short stay should be made for visiting the Old Cathedral, which was founded in the sixth century by Queen Theodolinda, and rebuilt in the fourteenth. Its treasury possesses the iron crown of the Lombards, containing a veritable nail of the Cross, with jewels and gold in abundance, besides other valuable relics. One franc to pay. There is the fine park of the Summer Palace at Monza, and an old Town Hall of the thirteenth century, worth visiting. Hotels—Castello and Falcone, near the railway station.

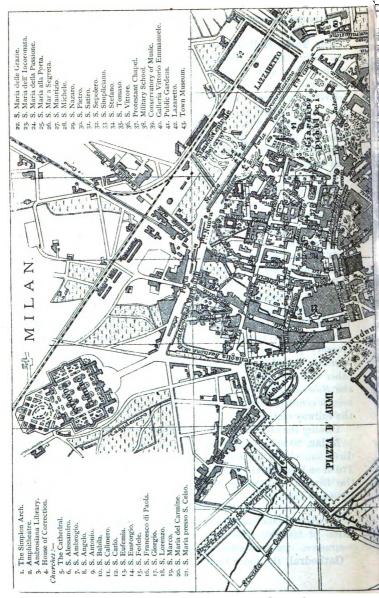
Passing the station of Sesto, we arrive at

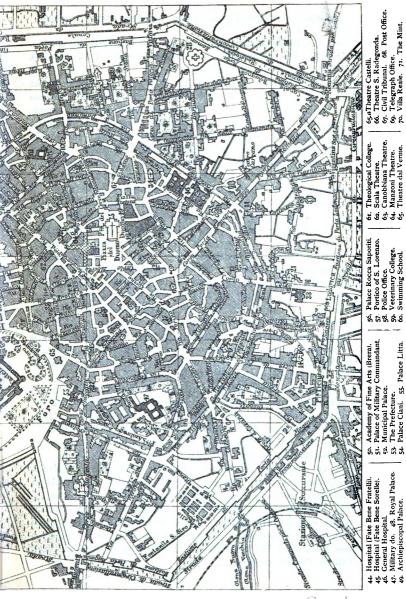
Milan, 30 miles from Como, whence journey may be taken in any direction, either for internal Italian travel or for the return via Turin and the Mont Cenis Tunnel direct to Paris, or via Genoa and the Riviera to Mentone, Nice, and Marseilles, thence returning by Lyons to Paris.

MILAN. 686

This city is the capital of Lombardy, having an inclusive population of 260,000. The manufacture of silk constitutes its chief commerce. Its great attraction to ordinary visitors is the grand

Cathedral, the finest Gothic edifice in the world. The exterior





is adorned with 98 Gothic pinnacles and 2,000 statues in marble. The building was commenced in 1386 and completed by the first Napoleon.

The roof and tower can be ascended (door at corner of right transept). Fee, 25 centimes. The exterior architecture can be thus seen by closer inspection, and a grand view obtained of the mountain ranges of the Alps and the Apennines. The interior, with the fine stained-glass windows of the choir (350 subjects), its double aisles, and numerous marble pillars and monumental tombs, is grandly effective. The font, an ancient sarcophagus of porphyry, once contained the remains of St. Dionysius. Note the Statue of St. Bartholomew, representing him skinless, as having been flayed alive. In the south transept is a handsome monument, erected by Pope Pius IV. (1564) to the memory of his brothers of the Medici family.

The subterranean Chapel and Shrine of S. Carlo Borromeo can be visited with free admission before 10 A.M. It is richly adorned with silver, gold, and jewels.

The Piazza del Duomo, in which the cathedral stands, is a magnificent square, much extended and improved, and surrounded by *palazzi* of noble proportions. It now forms one of the principal business centres of the city. Near at hand is the handsome

Galleria Vittorio Emanuele, a fine arcade, connecting the Piazza del Duomo with the Scala Theatre. The gallery, protected by a glass roof, is adorned by 24 statues, and filled with brilliant shops.

The Piazza della Scala contains the marble Statue of Leonardo da Vinci (by Magni), surrounded by his pupils.

The celebrated fresco by Leonardo da Vinci, The Last Supper, very much the worse for wear, may be seen in the refectory of the Monastery, adjoining the Church of S. Maria delle Grazie. It is now so far obliterated that the best idea of its beauties can be most advantageously obtained from a good copy taken of the work in the better days of its existence.

There are many other interesting churches at Milan, of which the following are best worth visiting: S. Carlo Borromeo, completed in modern times, with two handsome marble groups by Marchesi; S. Lorenzo, formerly a part of an old Roman palace, with an exterior colonnade, supported by sixteen Corinthian columns; S. Maria presso S. Celso, containing some fine paintings; S. Maurizio, with handsome frescoes by Luini; and S. Ambrogio, founded by St. Ambrose, and built in the twelfth century.

The Ambrosian Library (Bibliotheca Ambrosiana) is open daily from 10 to 3. Admission, 1 franc. It is not far from the Piazza del Duomo, and contains 160,000 volumes, besides 8,000 valuable manuscripts. The Picture Gallery may be seen on Wednesdays from noon till 2.30 p.m. It contains a portrait by Leonardo da Vinci, and other valuable pictures.

The Brera contains the Academical Library and a large Picture Gallery. Raphael's famous Marriage of the Virgin, and Leonardo da Vinci's Study for the Head of Christ, in his Last Supper, are the most celebrated of this extensive collection. Archæological Museum on ground floor.

The Public Gardens (Giardini Publici) contain tastefully appointed parterres, ornamental lakes, concert saloons, and a zoological collection, affording a handsome and favourite promenade. See, near the entrance to the new garden (Porta Nuova) the bronze Statue of Cavour, of modern erection.

The Museo Civico is near at hand, containing a collection of natural history specimens. Admission, half franc. Visits to

The Scala Theatre, the spacious Piazza d'Armi, the Castello, the Roman Amphitheatre, the Triumphal Arco della Pace, and the Ospedale Maggiore may also be included in the round of sights in Milan, to accomplish which satisfactorily the tourist should engage the services of a local guide, and so effect considerable economy of time and method.

Hotels.—Grande Bretagne, Via Torino: Gaze's coupons accepted. Grand Hôtel de Milan, 29 Via Al Manzoni; De l'Europe, 9 Corso Vittorio Émanuele: Cook's coupons accepted. De la Ville, Corso Vittorio Emanuele; De France: Caygill's coupons accepted. Also, Hôtels Royal, Cavour, Manin, Roma, Pozzo, and Central.

Railway Station is situated to the north-east of Milan, between the Porta Nuova and the Porta Venezia.

English Church, 12 Vicolo San Giovanni della Conca.

## THE HOMEWARD ROUTE.

MILAN TO TURIN — TURIN — MAUSOLEUM OF LA SUPERGA — TURIN TO PARIS — THE
MONT CENIS TUNNEL—THE MONT CENIS PASS — MODANE—CHAMBÉRY—AIX-LESBAINS — LAKE BOURGET — ANNECY AND LAKE—CULOZ TO PARIS — PARIS TO
LONDON.

For those tourists who may have arrived at the Lakes of Northern Italy and Milan by the eastward Swiss passes, the return journey may be advantageously made by the Simplon Pass, westward (see page 283), via Lausanne or Geneva; or by the St. Gotthard route, northward (see page 165), via Lucerne or Bâle. But it is presumed that the majority of travellers visiting Milan from Switzerland will have completed their sojourn in that country; and, unless intending further exploration of Italy, will return homeward through France to Paris, in preference to retracing their steps.

In some cases, where leisure and inclination coincide, the route may include Genoa and the Corniche Road, and the lingering traveller can indulge in the dolce far niente on the pleasant shores of the Mediterranean, amidst the palm-trees, myrtles, and orange groves of the Riviera and Southern France, visiting any or all of the usual resorts en route—San Remo, Bordighera, Mentone, Monaco, Nice, Cannes, etc., returning by Marseilles, Avignon, and Lyons to Paris and London. Such a journey will necessarily involve a larger expenditure of time and cash, and the programme of the same does not properly come within the compass of a Guide-Book for Switzerland.

For the most part, the homeward travel from Milan will be taken by the Mont Cenis route, via Modane, by which Paris may be reached—express—from Turin in less than twenty hours. General information of the journey, with some description of Turin, is accordingly annexed.

#### MILAN TO TURIN.

(By Rail, 93 miles.)

The express transit by the Alta-Italia Railway occupies about three hours and a half; two trains daily. There are other services by omnibus trains, stopping at all stations by the way, making the journey a tedious one, over five hours. There are ten stations between Milan and Turin, the principal being those of Novara, Vercelli, Santhia, and Chivasso. The route is a pleasant one, though somewhat monotonous.

[The first named of these, Novara, is a junction, with which a short line connects from Arona, on the Lago Maggiore. (See page 288.) Travellers who may desire to come direct from Arona to Turin, not visiting Milan, join the main line at Novara, the point of junction aforesaid.]

For those who may not have previously visited Turin in this direction, the following reminder may be desirable:—The first station at Turin at which the train stops is the Porta Susa; the Central Station (Porta Nuova) is 15 minutes beyond. The latter, as a rule, is the station of arrival. Verbum sap.

#### TURIN.

Turin, the capital of Piedmont (Italian, Torino), founded by the Taurini tribe, who bequeathed to the city its name, has a population of about 210,000. It stands on a plain at the left bank of the river Po, and is handsomely built in rectangular blocks of substantial looking houses, in full view of the Alps. The Dora Riparia river unites with the Po at a short distance east of Turin. The more important interests of the city may be comfortably visited by the sightseer in one or two days.

The Central Station is in the Piazza Carlo Felice, and is a large and commodious building. Omnibuses in attendance (at exit on the left) for conveyance of travellers to the various hotels, or cab may be taken, if preferred, at about the same cost. Luggage extra—20 centimes each package.

The English Church, under the auspices of the Continental and Colonial Society, is in the Via Pio Quinto (No. 15), behind the

Waldensian Church, Corso del Re. (A little English support and contribution at the *latter*, as well as the former, would not be undesirable.)

The Duomo, the cathedral of Turin, stands near (to the northeast) the large and handsome Piazza Castello, and opposite to the Royal Gardens. It is dedicated to St. John the Baptist; style, florid Gothic, and erected by Pintelli in the fifteenth century. It contains a round marble chapel (Guarini's), which enshrines the *sudario*, or holy shroud, said to be a part of the linen cloth in which the body of our Saviour was buried. The high altar is worthy of notice, and there is here a good copy of The Last Supper, the original fresco, by Leonardo da Vinci, being seen at Milan. (See page 306.)

The Royal Palace (Palazzo Reale) is close at hand. (Apply to concierge.) Bronze groups of Castor and Pollux at entrance of palace yard. The interior is magnificently furnished, containing handsome frescoes and royal portraits. The Salon de Danse and the Throne-Room are especially worthy of notice. Fee expected by the custodian.

The Palazzo Madama, in the centre of the Piazza Castello, should be noted en passant. Interior not accessible. It is the oldest building in the city, dating from the thirteenth century, an ancient castle of the Dukes of Savoy. It takes its name from the circumstance that during the last century the maternal ancestor of King Amadeo II. made the castle her residence. The meetings of the Italian Senate were held in this palace in 1865, Turin being at that time the seat of government. In front stands

The Army Monument, presented by Milan, 1859. Note the figure of Victor Emanuel, in relievo, depicted as "The Conquering Hero."

The Academy of Sciences (Piazza Carignano) is not far distant. Free admission; open from 10 to 4. It includes a Museum of Natural History; Museum of Antiquities—Egyptian and otherwise, mosaics, statuary, etc.; and The Picture Gallery, containing a fine collection of upwards of 500 paintings. Here is Van Dyck's celebrated picture, Children of Charles the First. Two paintings by Paul Veronese should also be noted—namely, Magdalene and Christ, and Queen of Sheba at Solomon's Court. The works of Murillo, Guido Reni, and other celebrated artists may be studied. The collection occupies fifteen rooms.

The Academy of the Fine Arts (open free, from 12 to 3) may also be visited by art students. A good collection by Ferrari, Rubens, Raphael, and others.

The University (Via del Po), founded in the fifteenth century, is an important establishment. It contains a library of 200,000 volumes, with valuable collections of statues, busts, and inscriptions. There are here 1,500 students under the supervision of 85 professors.

The Piazzo San Carlo, with central statue of Emanuel Filibert, by Marochetti, is connected with the Piazza Castello by an arcade. A carriage promenade (by fiacre, at 1½ franc an hour) may include visits to the Piazza Emanuele Filiberto, the largest square in Turin, the Churches of San Lorenzo, Corpus Domini, S. Massimo (imitation of a Grecian temple), and Consolata (with fine kneeling statues). Also a drive southward along the handsome Via del Po, through the Piazza Vittorio Emanuele, over the Ponte del Po to the other side of the river, where may be seen the Pantheon-built church La Gran Madre di Dio, erected 1818, facing the bridge. Close at hand, westward, is the Capuchin Convent, standing in a commanding situation on the Monte Hill. From the terrace a grand view is obtained of the city and the distant Alps. If time will allow, an excursion to

The Mausoleum of La Superga is recommended—about eight miles eastward from Turin. It was built in the beginning of the eighteenth century, and used as a royal burial-place. Standing at an elevation of 2,400 feet above the sea-level, its beautiful dome is conspicuous, ascending to the top of which a superb prospect is obtained. This excursion can be readily made by boat, starting from the Pobridge, and rowing along the course of the river (twenty minutes) to a landing-point, at which donkeys may be engaged for the overland route; or by omnibus from Turin to Madonna del Pilone, whence a little pedestrian exercise will be necessary.

Hotels.—De la Ligurie (ranks among the best and most comfortable in Europe: Gaze's coupons accepted). Feder: Caygill's coupons accepted. Trombetta, and D'Angleterre: Cook's coupons available. There are also the Hôtels de l'Europe, De Londres, De Turin, Suisse, and Baglioni's Grand.

## TURIN TO PARIS.

(By Mont Cenis, 501 miles.)

Leaving Turin, the railway proceeds westward across the pleasant Plain of Lombardy, rich with vineyards and varied cultivation, and afterwards ascends to the left of the valley as the route approaches the Alpine boundary between Italy and France. Passing the stations Alpignano, Avigliana, Bussoleno (for Susa), Salbertrand, and Oulx, extensive and beautiful views are obtained of the contiguous valley of the Dora Riparia. The little town of Susa, once important as the terminus, on the Italian side, of the Mont Cenis route in the old days, previous to the opening of the tunnel, lies below Bussoleno, on the right, and, at a greater distance, the village of Molaretto and the fruitful hills of Chaumont. At Bardonneche, 4,345 feet above the sea-level, we arrive at the southern entrance of the Mont Cenis Tunnel, 54 miles from Turin, the journey having occupied three hours.

The Mont Cenis Tunnel, piercing the mountain 3,480 feet below the Col de Fréjus, 15 miles south-west of Monte Cenisio, is 73 miles in length, 19½ feet high, and 33 feet in width. It is provided with a double line of rails, and is usually traversed by the train in 25 minutes from end to end. In the middle it attains an elevation of 4,377 feet, ascending from Bardonnêche by a very gradual incline, thence descending by a downward gradient of 1 in 45 to the French entrance, 440 feet lower than the Italian end. This great international enterprise was commenced in 1857, completed in December 1870, and the tunnel was opened for traffic September 17th, 1871. The cost of its construction was nearly three millions sterling, the amount being divided between France and Italy. The perforating machines by which the rock was bored were worked by hydraulic pressure, supplied by the mountain streams of the neighbourhood.

Previous to the existence of this mountain highway, the diligence route over Mont Cenis (50 miles from Susa to St. Michel), occupied ten hours in the journey. In 1867, Fell's Ascending Railway was laid along the line of the road, by which the distance was accomplished in half the time; but it was, of course, entirely superseded, after four years' service, by the tunnel route.

The Pass of Mont Cenis. For those who may prefer this picturesque pass, carriages should be engaged at Susa (Hôtel de la Poste), with previous agreement for cost. The road ascends by romantic heights and gorges, commanding glorious prospects, through granite galleries and tunnelled ways, to the Hospice (6,360 feet), on the border of a mountain lake, passing the Hôtel Mont Cenis to the summit, an altitude of 7,190 feet above the level of the sea. Traversing an elevated plain, about five miles in extent, encircled by the snowy crests of the mountain range, past the Barracks, the Hôtel

Grande Croix, and the post-house, the route descends to La Ramasse, and thence by long windings through the forests to Lanslebourg (Hôtel de Post), and Modane. This Alpine pass affords a grand opportunity to the pedestrian, who may make the journey, by several short cuts, in about the same time as by carriage.

Modane. (Hotels—Internationale, Gaze's coupons accepted, and Lion d'Or.) A small village in the valley of the Arc. Its importance centres in its railway station, which is the virtual frontier. Here all luggage is examined by the French douaniers (at Custom-House on right platform) during the hour between the arrival and departure of the trains, which time will also suffice for refreshment at the adjoining commodious buffet (Cook's coupons accepted).

Leaving Modane, the train descends, over many viaducts and bridges, by mountain gorge and torrent, through the valleys of Savoy, affording scenery sublime, by the stations La Praz, St. Michel, St. Jean de Maurienne, Epierre, and Aiguebello, to

Chamousset, at the mouth of the Arc river. [Divergence may here be made, by railway or carriage, 14 miles through the pleasant valley of Isère, to Albertville (Hotel—Des Balances); whence to Annecy, 28 miles, by voiture, through the Vallée de l'Arly. Bourg-St.-Maurice, the Petit St. Bernard, Aosta, etc., may also be reached, across country, from Albertville, via Moutiers-en-Tarentaise, the terminal point of the diligence service.] The railway, passing the stations of St. Pierre d'Albigny and Montmélian, arrives at

Les Marches, whence is a branch line, westward, to Grenoble. Continuing the route, note, on the left, Mont Granier (6,400 feet), a considerable portion of which falling into the valley in 1248, then and there overwhelmed seventeen hamlets. In about three hours from Modane, we next arrive at

Chambéry, an important town of 20,000 inhabitants, the capital of the department of Savoie. Hotels—De France, near railway station, Gaze's coupons accepted; Des Princes, Caygill's and Gaze's coupons available; De l'Europe, Cook's coupons taken. Also Grand Hôtel de la Paix.

Chambéry possesses the remains of an ancient château, thirteenth century; Gothic cathedral, fifteenth century; Ste. Chapelle, with fine windows and statuary; Hôtel de Ville; Library, Museum, and Academy. In the Rue de Boigne stands a monumental fountain, with four life-size elephants, surmounted by a statue of General de Boigne, who was born at Chambéry. During service in India he

made a considerable fortune, with which he returned to Savoy. He is buried at *Lemanc Church*, in the vicinity. There are many fine promenades in the neighbourhood, with views of the distant Alps. The convent of *La Grande Chartreuse* (deserted, but open for inspection) may hence be visited by carriage, in about five hours for the double journey. It was built in the eleventh century, amidst rocky heights, by St. Bruno, and is of noble and imposing proportions. The ascent, by mule, of the Dent du Nivolet (5,000 feet) may also be made from Chambéry. Fine views from summit. Passing the intermediate station of Viviers, we next arrive, in less than half an hour, at

Aix-les-Bains, a favourite French watering-place, patronized annually by 20,000 visitors, on Lake Bourget, with iron and sulphur springs, whose healing waters are remedial in cases of rheumatism, gout, neuralgia, and skin disease. Hotels—Grand Hôtel de l'Univers: Gaze's coupons accepted. Venat and Bristol: Caygill's coupons available. De la Paix; Grand Hôtel d'Aix; De l'Europe; De la Poste; and Château Durieux: Cook's coupons taken. The Etablissement des Bains, fronted by a Roman arch, is provided with every possible comfort. The town possesses an old château, Hôtel de Ville, theatre, casino, English and Presbyterian churches, and many Roman antiquities, and charming promenades. An omnibus runs frequently to Marlioz, three quarters of a mile distant, the sulphur springs of which have considerable repute.

The Tour of Lake Bourget, ten miles long and two wide, is made daily by steamer, with time allowed for visiting the Haute-Combe Abbey and its Church, with old tombs of the House of Savoy, now restored. The ascent of the Dent du Chat (5,200 feet), beyond Haute-Combe, by mule path to the top, will be repaid by a grand prospect. Excursionize to the source of the Marlioz and Grésy Cascades, via St. Simon, two miles on the Geneva road; also to the Bange Grotto, by carriage (six hours return) to Lake; boats and guides in attendance for the grotto, which when illuminated has a fine effect.

[Branch railway from Aix, by the Gorge de Fier, to

Annecy, a pleasant town of 12,000 inhabitants, in a charming situation, 1,470 feet above the sea-level, at the northern end of lake of the same name. Hotels — D'Angleterre, Cook's coupons accepted, De Verdun, and Aigle. See Gothic Cathedral, with carved

wooden altar, Church of St. Dominic, and Convent of the Visitation, with tomb of St. François de Sales; and Castles Hérée and St. Bernard de Menthon, on the lake side, the tour of which is made twice daily, by steamer. A diligence runs from Annecy to Geneva, in four hours; distance, 25 miles.]

The Paris, Lyons, and Mediterranean Railway, skirting Lake Bourget, continues its route from Aix-les-Bains to Culoz, the junction from which the line runs north-east, via Bellegarde, to Geneva.

The main route from Culoz proceeds north-west by several minor stations to Ambérieu, Bourg, and intermediate stations to Mâcon, in  $3\frac{1}{2}$  hours (see page 53.) From Mâcon onwards to Dijon (see page 51), in  $3\frac{3}{4}$  hours; and thence, by Tonnerre, Montereau, and Fontainebleau (see page 51), to Paris, in  $6\frac{1}{2}$  hours, arriving in the French metropolis at the *Gare de Lyon*, on the western bank of the Seine (see page 48).

From Paris to London, the traveller may return by Short Sea or Picturesque Route au choix. If economy of time be the desideratum, the line by Boulogne and Folkestone is recommended; if economy of cash be the main consideration, the homeward route by Dieppe or Havre will have the preference.

In any case, we doubt not that the returning tourist, heavily laden with carvings and photographs—not forgetting his trusty alpenstock, scored with mountain records—will be eager to realize the home-welcome at his "wee bit ingle," refreshed and invigorated by his escapades among the peaks and valleys of Switzerland. And we venture to hope that our unpretending Hand-book, now shabby with constant service, may still have its use as a handy volume of reference amidst the fireside circle, recalling many a glorious ramble, as the wayfarer recounts his holiday adventures in the land of Tell, "pleasantly gossiping the happy evening o'er."

## ROUTES IN SWITZERLAND.

The intending Swiss tourist is recommended, if possible, to arrange the route before starting. The plan will be found advantageous, and will relieve the traveller of much uncertainty and worry. Having counted the cost, and adopted a suitable itinerary, let it be adhered to under all ordinary circumstances. At the offices of the tourist directors, in London and elsewhere, to whose arrangements previous references have been made, the exact cost of any desired journey may be ascertained, and a complete set of travelling tickets supplied for any combination of travel.

Twelve suggested programmes of travel in Switzerland are appended, as affording some assistance in the selection of a proposed itinerary. These can be varied and combined at choice with any of the outward and homeward routes shown in the earlier part of the book. For the sake of clearness and the avoidance of repetition, the Tours No. 1 to 6 are arranged as commencing either at Schaffhausen, Neuhausen, or Bâle for connection with Rhenish and Luxembourg routes; while the Tours No. 7 to 12 are shown complete from London in connection with the routes via Paris.

Such itineraries can, of course, be reversed at option, the approximate cost indicated being the same. The figures given will include only the actual expense of the travel, outside of all incidentals—luggage, porterage, hotel omnibus, guides, etc., the cost of which incidentals may be made light or heavy in accordance with the inclination and ability of the traveller. There is no need to be extravagant in these items; the less luggage, the less expense and the greater enjoyment. For the pedestrian a knapsack will be convenient; and in ordinary cases Gladstone bags are recommended. Heavy trunks and boxes are best—left at home.

Second Class.

## ROUTE No. 1.-INCLUDING THE RIGI AND THE OBERLAND AND GENEVA LAKES.

Schaffhausen or Neuhausen (Falls of the Rhine), Zurich, Zug; lake steamer to Arth; ascent of Rigi to Rigi-Kulm, and descent to Vitznau by mountain railway; steamer to Lucerne and Alpnach; diligence over Brünig Pass to Brienz; steamer to Bönigen; rail to Interlaken and Därligen; steamer to Scherzligen; rail to Thun, Berne, Fribourg, Lausanne, Geneva.

Outward	Homew	ard						
by the Rhine.	by Paris, or u	rice versa. 🗜	8.	d.	£	8.	d.	
Via Calais or Ostend	ia Calais or I	3oulogne 14	18	6	11	8	0	
Via Rotterdam or Antwerp	ia Dieppe or	Havre12	14	0	9	11	6	
Outward	Homew	ard						

by Luxenbourg. by Paris, or vice versu.

Via Calais or Ostend .............Via Calais or Boulogne ... 14 0 0 11 5 0

Via Harwich and Antwerp ... Via Dieppe or Havre...... 11 15 6 8 17 6

For extension to Chamonix, see page 323. Twenty days required.

#### ROUTE No. 2.-INCLUDING THE OBERLAND AND ZERMATT.

Schaffhausen or Neuhausen (Falls of the Rhine), Zurich, Zug; lake steamer to Arth; ascent of Rigi to the Rigi-Kulm, and descent to Vitznau by mountain railway; steamer to Lucerne and Alpnach; diligence over Brünig Pass to Brienz; steamer to Bönigen; rail to Interlaken and Därligen; steamer to Spiez; diligence to Frutigen and Kandersteg; horse over the Ghemmi Pass to Leukerbad; omnibus to Leuk; rail to Visp; horse to St. Niklaus; carriage to Zermatt, returning to Visp; rail to Martigny, Lausanne, Geneva.

	,		ıt Cli	LSS.	Second Class				
Outward	Homeward								
by the Rhine.	by Paris, or vice versa.	£	8.	d.	£	8.	d.		
Via Calais or Ostend	Via Calais or Boulogne	.18	10	0	14	18	6		
Via Rotterdam or Antwerp	Via Dieppe or Havre	.16	16	0	13	2	6		
Outward	Homeward								
by Luxembourg.	by Paris, or vice versa.								
Via Calais or Ostend	Via Calais or Boulogne	.17	12	6	14	5	0		
Via Harwich and Antwerp	Via Dieppe or Havre	.15	7	6	12	8	0		

For two persons travelling together, the above fares would be 12s. less for each. (Route No. 2.)

## ROUTE No. 3.—INCLUDING SWISS PASSES AND ITALIAN LAKES.

Bâle, Olten, Berne, Thun; steamer to Darligen; rail to Interlaken and Bönigen; steamer to Giessbach and Brienz; diligence to Alpnach; steamer to Lucerne; steamer to Flüelen; rail through the St. Gotthard Tunnel to Biasca and Locarno; steamer on Lago Maggiore to Pallanza and Luino; omnibus to Ponte Tresa; steamer on Lake Lugano to Porlezza; omnibus to Menaggio; steamer on Lake of Como to Bellagio and Como; rail to Milan and Arona; steamer to Baveno; diligence by the Simplon Pass to Brieg; rail to Martigny, Lausanne, and Geneva.

		Fin	t Cl	ASS.	Secon	id Cl	884.
Outward	Homeward						
by the Rhine.	by Paris, or vice versa.	£	8.	d.	£	8.	d.
Via Calais or Ostend	Via Calais or Boulogne.	18	2	0	14	0	0
Via Rotterdam or Antwerp.	Via Dieppe or Havre	15	15	0	12	3	0
Outward	Homeward						
by Luxembourg.	by Paris, or vice versa.						
Via Calais or Ostend	Via Calais or Boulogne.	17	2	0	13	6	0
Via Harwich and Antwerp.	Via Dieppe or Havre	14	17	6	11	8	6
Outward and							
Homeward by Paris.							
Via Calais or Boulogne		16	12	6	13	11	6
Via Dieppe or Havre		14	12	6	11	17	0

# ROUTE No. 4.—INCLUDING THE GRISONS AND THE OBERLAND.

Bâle, Baden, Zurich, Rapperswyl, Ziegelbrücke, Ragatz, Coire; diligence via Ilanz and Disentis to Andermatt and Göschenen; rail to Flüelen; steamer to Lucerne and Alpnach; diligence over the Brünig Pass to Brienz; steamer to Giessbach and Bönigen; rail to Interlaken and Därligen; steamer to Scherzligen; rail to Thun, Berne, Fribourg, Lausanne, Geneva.

	·	Firs	t Cl	888.	Secon	ıd Cl	888
Outward	Homeward			_	_		
by the Rhine.	by Paris, or vice versa.	£	8.	d.	£	8.	d.
Via Calais or Ostend	Via Calais or Boulogne.	16	8	6	12	13	6
Via Rotterdam or Antwerp.	Via Dieppe or Havre	14	5	0	10	16	6
Outward	<b>Homeward</b>						
by Luxembourg.	by Paris, or vice versa.						
Via Calais or Ostend	Via Calais or Boulogne	15	9	6	12	0	0
Via Harwich and Antwern	Via Dienne or Havre	13	5	6	10	3	0

	Fir	et Ci	Second Class			
Outward and						
Homeward by Paris.	£	8.	d.	£	8.	d.
Via Calais or Boulogne	13	13	0	11	18	6
Via Dieppe or Havre	11	13	0	9	3	0

# ROUTE No. 5.—INCLUDING ST. GOTTHARD, FURKA PASS, AND OBERLAND.

Bâle, Schaffhausen (Falls of the Rhine), Zurich, Zug; steamer to Arth; ascent and descent of Rigi to Vitznau; steamer to Lucerne; steamer to Flüelen; rail to Göschenen; diligence to Andermatt, Furka Pass, and Rhône Glacier; by mule over the Grimsel Pass to Meyringen; by mule over the Grand Scheideck to Grindelwald, and by Wengern Alp to Lauterbrunnen; diligence to Interlaken; rail to Därligen; steamer to Thun; rail to Berne, Fribourg, and Lausanne.

		Fin	rt Cl	888.	Secot	id CI	883.
Outward	<i>Homeward</i>						
by the Rhine.	by Paris, or vice versa.	£	8.	d.	£	8.	d.
Via Calais or Ostend	Via Calais or Boulogne.	18	15	0	15	2	0
Via Rotterdam or Antwerp.	Via Dieppe or Havre	16	10	0	13	5	6
Outward	· Homeward						
by Luxembourg.	by Paris, or vice versa.						
Via Calais or Ostend	Via Calais or Boulogne.	17	16	0	14	8	6
Via Harwich and Antwerp	Via Dieppe or Havre	15	11	6	12	12	0
Outward and							
Homeward by Paris.							
Via Calais or Boulogne	•••••	17	0	0	14	2	0
Via Dieppe or Havre	·····	15	0	0	12	6	0

Twenty-five days required for Routes Nos. 2 to 5.

# ROUTE No. 6.—INCLUDING THE OBERLAND, ENGADINE, ITALIAN LAKES, AND SIMPLON.

Bâle, Olten, Berne, Thun, Scherzligen; steamer to Därligen; rail to Interlaken and Bönigen; steamer to Giessbach and Brienz; diligence to Alpnach; steamer to Lucerne and Vitznau; mountain railway over the Rigi to Arth; steamer to Zug; rail to Zurich, Ziegelbrücke, Ragatz, and Coire; diligence by the Albula or Julier to Samaden and Pontresina, and by Maloja Pass to Chiavenna (or by the Splügen Pass from Coire to Chiavenna), Colico; steamer to Bellagio and Menaggio; omnibus to Porlezza; steamer on Lake Lugano to Ponte Tresa; omnibus to Luino; steamer on Lake Maggiore to

Pallanza and Baveno; thence by diligence over Simplon Pass to Brieg; rail to Martigny, Lausanne, and Geneva.

0 • ,	•	Fir	st Cl	2.65.	Seco	nd C	lass.
Outward	Homeward						
by the Rhine.	by Paris, or vice versa.	£	8.	d.	£	8.	d.
Via Calais or Ostend	.Via Calais or Boulogne .	19	12	6	15	15	0
Via Rotterdam or Antwerp	Via Dieppe or Havre	17	7	6	13	17	6
Outward by Luxembourg.	Homeward by Paris, or vice versa.					•	
Via Calais or Ostend	. Via Calais or Boulogne .	18	13	6	15	3	0
Via Harwich and Antwerp	Via Dieppe or Havre	16	9	6	13	6	0
Outward and Homeward by Paris.							
Via Calais or Boulogne		17	17	0	14	16	0
Via Dieppe or Havre	• • • • • • • • • • • • • • • • • • • •	15	17	0	13	0	0
13s. 6d. less if the Splüg	gen route is adopted.	l'hi1	ty	day	s req	uire	ed.

The following Routes, going and returning by Paris, are shown complete from London, this being the more convenient arrangement as regards time and cost.

## ROUTE No. 7.—INCLUDING BERNE, AND THE OBERLAND AND GENEVA LAKES.

London to Paris, Fontainebleau, Dijon, Mâcon, Geneva (or Fontainebleau, Dijon, Dôle, Pontarlier), Lausanne, Fribourg, Berne, Thun, Scherzligen; steamer to Därligen; rail to Interlaken. Return by rail to Därligen; steamer to Scherzligen; rail to Thun, Berne, Bienne, Neuchâtel, Pontarlier, Dôle, Dijon, Fontainebleau, Paris, thence to London.

	First Class.		Beco	Second Clas		
	£	8.	d.	£	8.	d.
Via Dieppe or Havre (1 month)	8	5	6	6	3	0
Via Dieppe or Havre (2 months)	9	2	0	6	15	6
Via Calais or Boulogne, 45 days between London						
and Paris, and 1 month beyond	10	5	6	7	19	0
Available for 75 days between London and Paris,						
and 2 months beyond	11	2	0	8	10	6

## ROUTE No. 8.—INCLUDING BERNE, THE RIGI, LUCERNE, OBERLAND, AND GENEVA.

London to Paris, Fontainebleau, Dijon, Dôle, Pontarlier, Neuchâtel, Bienne, Berne, Olten, Zurich, Zug; lake steamer to Arth; ascent of the Rigi to Rigi-Kulm, and descent to Vitznau by mountain railway; thence by steamer to Lucerne and Alpnach; diligence over the Brünig Pass to Brienz; steamer to Giessbach and Bönigen;

rail to Interlaken and Därligen; steamer to Scherzligen; rail to Thun, Berne, Fribourg, Lausanne, Geneva, Culoz, Mâcon, Dijon, Fontainebleau. Paris. thence to London.

Fir	First Class.		Second Cla			
$oldsymbol{\pounds}$	8.	d.	£	8.	d.	
Via Dieppe or Havre (1 month)10	9	0	8	1	6	
Via Dieppe or Havre (2 months)11	1	0	8	13	0	
Via Calais or Boulogne, 45 days between London and						
Paris, and 1 month beyond12	8	6	9	17	6	
Available for 75 days between London and Paris,						
and 2 months beyond	3	0	10	8	0	

#### ROUTE No. 9.—INCLUDING LUCERNE, BRÜNIG, OBERLAND, AND GENEVA.

London to Paris, Belfort or Delle, Bâle, Olten, Lucerne; steamer to Alpnach; diligence over the Brünig Pass to Brienz; steamer to Giessbach and Bönigen; rail to Interlaken and Därligen; steamer to Scherzligen; rail to Thun, Berne, Fribourg, Lausanne, Geneva, Culoz, Mâcon, Dijon, Fontainebleau, Paris, thence to London.

Fire	First Class.		Secor	A85.	
£	8.	d.	£	8.	d.
Via Dieppe or Havre (1 month) 8 1	L7	9	6	14	6
Via Dieppe or Havre (2 months) 9 1	L3	6	7	6	6
Via Calais or Boulogne, 45 days between London and					
Paris, and 1 month beyond10	17	9	8	10	3
Available for 75 days between London and Paris,					
and 2 months beyond11	13	6	9	2	3

#### ROUTE No. 10.—INCLUDING THE RIGI, LUCERNE, OBERLAND, AND GENEVA.

London to Paris, Belfort or Delle, Bâle, Zurich, Zug; steamer to Arth; ascent of the Rigi to Rigi-Kulm, and descent to Vitznau by mountain railway; steamer to Lucerne and Alpnach; diligence over the Brünig Pass to Brienz; steamer to Giessbach and Bönigen; rail to Interlaken and Därligen; steamer to Scherzligen; rail to Thun, Berne, Lausanne, Geneva, Mâcon, Dijon, Fontainebleau, Paris, thence to London.

FIRE CIASS.		second Cr	8,88,	
$oldsymbol{\pounds}$	8.	d.	£ 8.	d.
Via Dieppe or Havre (1 month)10	5	0	8 0	0
Via Dieppe or Havre (2 months)11	1	0	8 12	0
Via Calais or Boulogne, 45 days between London and				
Paris, and 1 month beyond12	5	0	9 15	0
75 days between London and Paris, and 2 months				
beyond13	0	0	10 0	0

#### ROUTE No. 11.—INCLUDING RHÔNE VALLEY, ZERMATT, AND OBERLAND.

London, Paris, Fontainebleau, Dijon, Mâcon, Culoz, Geneva, Lausanne, Vevey, St. Maurice, Vernayaz, Martigny, Leuk, Visp; horse to St. Niklaus; carriage to Zermatt, returning to Visp; and by rail to Martigny, Vernayaz, and Lausanne, thence to Fribourg, Berne, Thun, Scherzligen; steamer to Därligen; rail to Interlaken; back to Därligen; steamer to Scherzligen; rail to Thun, Bienne, Neuchâtel, Pontarlier, Dôle, Dijon, Fontainebleau, Paris, thence to London.

Fiz	First Class.		Second Clas		
$oldsymbol{\pounds}$	8.	d.	£	8.	d.
Via Dieppe or Havre (1 month)12	7	6	9	6	0
Via Dieppe or Havre (2 months)13	3	0	10	7	6
Via Calais or Boulogne, 45 days between London and					
Paris, and 1 month beyond14	7	6	11	12	0
75 days between London and Paris, and 2 months					
beyond15	6	0	12	2	6

## ROUTE No. 12.—INCLUDING THE GEMMI, SIMPLON, AND NORTH ITALY.

London, Paris, Bâle, Lucerne; steamer to Alpnach, Brünig Pass, Giessbach, Interlaken, Spiez, Frutigen, Kandersteg; by diligence, Gemmi Pass, Leukerbad, Leuk, Visp; horse to St. Niklaus; carriage to Zermatt, returning to Visp, Brieg, Simplon Pass, Baveno, Pallanza, Luino (on Lake Maggiore); omnibus to Ponte Tresa; steamer to Lugano and Porlezza; omnibus to Menaggio; steamer on Lake Como to Bellagio and Como; rail to Milan, Turin, Mont Cenis Tunnel, Chambéry, Aix-les-Bains, Geneva, Paris, and London.

Fi	First Class.			Second Class.			
£	8.	d.	£	8.	d.		
Via Dieppe or Havre (2 months)18	5	0	15	2	6		
Via Calais and Boulogne, 75 days between London and							
Paris, and 2 months beyond20	2	0	16	16	0		

For two persons travelling together, the above fares would be 12s. less for each. (Routes 11 and 12.)

#### EXTENSION FOR CHAMONIX.

Geneva by diligence via Bonneville and Sallenches to Chamonix; carriage over Tête Noire Pass to Martigny; rail to Chillon; and lake steamer to Ouchy for Lausanne, or vice versa.

If preferred, the journey between Martigny and Lausanne may be taken entirely by rail.

·	£	8.	d.
Extra cost for 1 passenger	3	3	0
Extra cost for 2 passengers	2	5	0 each person.
Extra cost for 3 passengers			
Extra cost for 4 passengers	1	18	0 each person.

This extension can be worked in either direction, and is applicable to all the Routes specified.

### APPENDIX.

Since the preparation of this work, a fourth Tourist Agency (a branch from a New York House) has been established in London. In accordance with the principle of *impartial reference* which has been observed in the foregoing pages, there is herewith given an addendum, for the information of American and other travellers, showing the various Hotels in Switzerland and elsewhere—at localities mentioned in the preceding pages—where the Hotel Coupons issued by E. M. Jenkins and Son (124 High Holborn) are available.

#### HOTELS EN ROUTE.

Places.	Hotels.	Places.	Hotels.
Aix-les-Bains	.Venat et Bristol.	Mâcon	De France.
Amiens	Du Rhin.	Metz	De l'Europe.
Bingen	.Bellevue.	Paris	(Du Rhône.
Boulogne	.De Folkestone.	Paris	. { Splendide.
Brussels	.De l'Empereur.		De Malte.
Coblentz	.Bellevue.	Rouen	D'Angleterre.
Cologne	.De Mayence.	Strassburg	D'Angleterre.
Frankfort	.De Bruxelles,	Turin	De la Ligurie.
Heidelberg	. Victoria.	Waterloo	Dehaze.

#### HOTELS IN SWITZERLAND, ETC.

AndermattBellevue.	Baveno Bellevue.
Aosta Mont Blanc.	Bellinzona De la Ville.
ArgentièreCouronne. AronaRoyal.	Berne
AxenfelsAxenfels.	BriegD'Angleterre.
BåleLorenz.	BrienzDe l'Ours.

Places.	Hotels.
Brunnen	Waldstätterhof.
Cadenabbia	Bellevue.
Chamonix	Union.
Chiavenna	Conradi.
Engelberg	Titlis.
Fiesch	
Fribourg	
Frutigen	
Furka	
Geneva	De la Paix.
Grindelwald	De l'Ours.
Hospenthal	Lion d'Or.
Interlaken	
Kandersteg	Gemmi.
Lausanne	
Laveno	Victoria.
	Croix de Malte.
Leukerbad	Des Frères Brunnen.
Locarno	De la Couronne.
Lucerne	.De Lucerne.
Lugano	.Du Parc.

Places.	Hotels.
Martigny	Mont Blanc.
Meiringen	Couronne.
Milan	Grande Bretagne.
Montreux	Des Alpes.
Neuchâtel	Du Faucon.
Nyon	De l'Ange.
Pallanza	Garoni; Pallanza.
Pontresina	De la Couronne.
Rigi	Rigi-Kaltbad.
Rosenlaui	Bains de Rosenlaui.
Samaden	Kurhaus Engadine.
Schaffhausen	
St. Moritz	St. Moritz. Du Parc.
Splügen	
Tête Noire	
Uetliberg	Uetliberg.
Varese	Varese.
Vevey	Du Lac.
Visp	Du Soleil.
Zurich	Zurich.

#### THE RAILWAY SYSTEM OF SWITZERLAND.

The following items of information, taken from Dickens's Continental A B C Railway Guide (with the compilation of which the Editor is not wholly unconnected), will be possibly useful to the Swiss tourist. For Time-Tables in Switzerland, and on the various Continental routes given in this volume, the traveller will do well to refer to the above-mentioned Guide (published monthly), which contains, in a very convenient and inexpensive form, details of Railway, Diligence, Channel, and Lake services complete.

CURRENCY.—Coinage: Franc and centime.

Proportionate Value: 100 centimes=1 franc.

Nominal Value: 25 francs=£1=20 marks=12 gulden=10 florins, gold.

THE RAILWAYS OF SWITZERLAND.—There are seventeen railway companies in Switzerland, of which the following are the most important:

Central Railway, Occidental Railway, North-East Railway, Jura-Berne-Lucerne Railway, Simplon Railway, United Railways, National Railway, and St. Gotthard Railway.

TICKETS.—There is no general rate for the passenger traffic, which is determined by the various companies for themselves, the proportions between

the three classes being usually 10: 7: 5. The single fares between the respective stations on the routes described will be found in the preceding pages.

Return Tickets (available for two days) are issued by all the companies at a reduction of about 25 per cent. on the double fares.

Circular Tickets at reduced fares are issued during the summer months. Of these there are about 200 varieties, lists of which are published by the various companies.

Special Reductions are made for the conveyance of parties, schools, etc.

CHILDREN.—Children under three years travel free, but must be carried by those who are in charge of them. Children over three and under ten years travel at half fare. Children over ten years travel at full fare.

Should any question arise as to the age of a child, the decision of the conductor of the train must be taken as final.

LUGGAGE.—All registered luggage must be paid for. The usual rate for the conveyance of luggage in Switzerland is 5 centimes per kilometre for every hundred kilogrammes; on some lines the rate is slightly in excess of this figure.

Lost Luggage.—The railway companies are responsible for all registered luggage, and must refund to the traveller the value of the same, if lost, up to 15 francs per kilogramme weight. Should the traveller, on arriving at his destination, find that his luggage has gone astray, he can claim the above indemnity there and then from the station authorities, who are bound to pay it to him at once.

DOGS.—The rate for dogs is 3 centimes each per kilomètre. Lap-dogs only, if muzzled, are allowed in the passenger compartments, provided that the other occupants do not object.

POSTAL TARIFF.—FOR THE INTERIOR OF SWITZERLAND:-

Letters.—For a distance not exceeding 10 kilomètres.—Prepaid: 5 centimes for 15 grammes, 10 centimes for 16 to 250 grammes. Unpaid letters, double rates,

For a distance beyond 10 kilomètres.—Prepaid: 10 centimes for 15 grammes, 20 centimes for 16 to 250 grammes. Unpaid letters, double rates.

Registered Letters (Recommandées).-Fee, 20 centimes.

Post Cards.—Simple, 5 centimes each; reply paid, 10 centimes.

Printed Matter.—Up to 50 grammes, 2 centimes; up to 250 grammes, 5 centimes; up to 500 grammes, 10 centimes; up to 1 kilogramme, 15 centimes.

**Trade Samples.**—Up to 50 grammes, 5 centimes; up to 250 grammes, 10 centimes; up to 500 grammes, 15 centimes.

To Countries Included in the European Postal Union:-

Letters. — Prepaid: 25 centimes for every 15 grammes. Unpaid, double rates.

Registered Letters.-Fee, 25 centimes.

Post Cards.—10 centimes each. Reply paid post-cards, at 20 centimes

each, may be used for Belgium, Germany, Italy, Luxembourg, Holland, Norway, Portugal, and Roumania.

Printed Matter.—For every 50 grammes, 5 centimes.

Trade Samples.—For every 50 grammes, 5 centimes. Minimum fee, 10 centimes.

TARIFF FOR TELEGRAMS.—Switzerland: For the telegram, 30 centimes. Each word. 24 centimes.

Germany: For the telegram, 50 centimes. Each word, 61 centimes.

#### For a telegram of twenty words to-

	fr. c.		fr. c.
Austria	1 50	Italian Frontier	2 00
Bulgaria	8 00	Italy	3 00
Denmark	5 00	Malta	7 00
England	8 00	Portugal	7 50
London	7 00	Roumania	.5 00
France	3 00	Russia	9 00
Gibraltar	7 50	Spain	6 50
Greece	8 00	Sweden	6 50
Holland	4 00	Turkey	8 00

WAGON LITS.—The Mann Boudoir Car Company run Sleeping Cars between Bale and Calais (see French Section of Dickens's A B C Guide).

Also from **Bale** to **Milan**: Day service, 7.25 A.M.; night service, 8 P.M. **Milan** to **Bale**: Day service, 7.30 A.M.; night service, 7.50 P.M.\*

Fares by day, 11 francs 80 centimes; by night, 15 francs 80 centimes.

#### THE SIMPLON ROUTE.—(See Page 283.)

The present Diligence Service of the Swiss Federal Post for this route is established between Brieg and Intra (on the Maggiore Lake), whence there is direct steamer to Laveno, for railway communication north or south.

Dist. in Mils.	Stations.	Fares. Coupé. Intér.		Dist. in Mils,	Stations.	Fares. Coupé. Intér.	
203 411	Brieg Simplon Domo d'Ossola	9 75	fr. c. 8 10 16 05	49 65}	Vogogna		22 40

Gaze's Continental Offices now (1884) include—Paris, 7 Rue Scribe; Geneva, 6 Grand Quai; Lucerne, 49c Zuricherstrasse.

<sup>\*</sup> The above quotations of hours for starting are taken from the present Season's arrangements (1884); but the traveller should, in all cases, consult the current Railway Publications.

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